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丁巳年九月廿六日

SHANGHAI, SUNDAY, OCTOBER 21, 1917

大正六年十月二十一日

20 CENTS

HALF LIBERTY LOAN MINIMUM QUOTA IS ALREADY PUT DOWN

New York Reports Subscriptions to Date Total
G.\$1,500,000,000

U-BOAT AS EXHIBIT

Use Craft Captured by British to Arouse People's Enthusiasm

THREE DAYS MORE

Great Closing Effort Will Be Made in Shanghai On Wednesday

(Reuter's Agency War Service)

New York, October 18.—Gold \$1,500,000,000, half the minimum quota of the Liberty Loan, has already been subscribed.

A U-boat, captured by the British, will be exhibited in New York in aid of the Liberty Loan.

The Campaign in Shanghai

Three days are left for Shanghai Americans to add their weight to the American Liberty Loan drive. Those three days are expected to be made productive and will be, if the committee's plans are successful.

One gratifying feature of the campaign is the response it is meeting among Allied subjects. Britons particularly are showing an active, practical interest and two more large subscriptions came in yesterday.

Although not officially given out, it is known that from the staff of the British-American Tobacco Company alone \$5,000 has been subscribed and this does not include the men in the interior. From them a proportionately large sum is expected. A large number of their subscriptions have already come in.

The big day will be Wednesday, Liberty Loan Day. Some of the large American firms will observe the day by closing. A final appeal will be made at the time. There will be no solicitation of subscriptions, but blanks will be provided for all those present to fill out and mail at their own initiative.

People Will Not Pay Up for German Loan

Show Resentment Over Assessments Made Under War Profits Tax

(Reuter's Agency War Service)

Amsterdam, October 18.—The Koelische Zeitung complains that there are large numbers of people abstaining from subscribing to the 7th War Loan, as a mark of resentment at their assessments under the War Profits Tax.

ARCHBISHOP DEGRADED AND ORDERED CONFINED

Interfered in Politics, Assisting in Harassing Venizelos; Others Sentenced

(Reuter's Agency War Service)

Athens, October 18.—Theophilus, the Archbishop of Athens, has been sentenced by the Ecclesiastical Court to degradation and confinement for two years in a monastery, for interfering in politics and for assisting officially in the anathema against M. Venizelos. Other prelates concerned were sentenced to various penalties.

FRANKFURT IS BOMBED

(Reuter's Agency War Service)
Amsterdam, October 18.—Allied aeroplanes bombed Frankfurt on Friday in the daytime.

London, October 19.—The Admiralty has issued the following communique: Our naval aircraft, yesterday morning, dropped many bombs, with satisfactory results, on the aerodrome at Varsenare. They all returned.

Serious Anxiety Needless If Prompt Decision Made, Is Peking Paper's Opinion

Says Government Shown Willingness to Talk Reason Beyond South's Deserts; Must Think of Powers

Reuter's Pacific Service to The China Press

Peking, October 19.—Reports of the situation in the South are very conflicting. According to a private source, Inspector-General Lu Yung-ting is not following a fixed policy and the majority of recent events were due to the activities of his followers, among whom the Extremists at present have the greatest influence and are advocating the immediate opening of hostilities against the Government. It is understood that the Kwangsi troops sent to Linling were untrained recruits and not Lu Yung-ting's own men.

The Central Government still hopes to avert civil war, if the Linling revolt can be quickly suppressed, but, at the same time, it has made every preparation to meet the situation. Should hostilities be unavoidable, the Government is confident that the present forces in Hunan and Szechuen will be sufficient to cope with the trouble in those provinces, but a number of Northern troops have been mobilised and are ready to move at a moment's notice, should any untoward events occur.

News Not Comforting

The Peking Daily News, referring to the article in THE CHINA PRESS on the 18th, says that the news of the situation in the South is certainly not comforting, but is far from such as to cause serious anxiety, either here or elsewhere. If the Government handles the situation with immediate decision. Beyond question, the Government has shown willingness to talk reason far beyond the deserts of those responsible for the Southern movement, even beyond the point of practical necessity and wisdom.

The Government's lenient and somewhat indifferent attitude has perhaps encouraged sedition, but the root of the evil lies in the fact that the South at present is swarming with extremely ambitious men. These have not shown themselves particular friends of Sun Yat-sen, because they realise that his inordinate ambition and greed, qualities which have developed in him since the Revolution, effectively prevent any spoils going to themselves. Hence, they have been somewhat backward in supporting Sun Yat-sen, but one with a much stronger personal following and with the additional advantage of controlling

the strings of the local purse, namely, Inspector-General Lu Yung-ting, has now seen that the moment is opportune to take the lead and to rally round him, as he thinks, four of the Southern provinces. As is well known, General Lu Yung-ting alma at the union of Kwangtung, Kwangsi, Kweichow and Fukien and, for the time being, he seems to have achieved his aim.

Personal Ambitions

The fact that this movement is based entirely on personal ambitions does not make it any the less necessary to deal with it immediately. The Government has two courses—either to fight or to compromise.

The Government may decide to compromise. If it does, then it must be final. China cannot afford to have constant revolts against the constituted authority. It is the absence of discipline in the country that can only work harm.

It will not do to omit from any calculation the attitude of the foreign Powers, especially the Allied Powers, who stand firstly for a settled and peaceful China. If they thought a compromise would ensure lasting peace, they would do everything to promote it.

On the other hand, the Government may decide to fight. There is not the slightest doubt what would be the issue of an armed conflict between the Government and any aggregation of the provinces likely to be formed in the South. If the Government can convince the Powers that a compromise is out of the question, it will undoubtedly have the moral backing of the Powers, for it is inconceivable that they will support any revolt in the South, especially one engineered as this is being.

No Principles At Stake

The present case is quite different from that of 1911, when principles were at stake and the Powers properly stood aside. Today, no principles are at stake, except the principle of orderly government, which would endow the sympathies of the foreign Powers on the side of those who support it and whom the Powers have recognised as its embodiment.

The Government has the choice, but the choice should be made quickly. The Government cannot afford any longer to be either indolent

(Continued on Page 2)

DISMISSAL OF PREMIER DEMANDED BY CANTON THROUGH ULTIMATUM

Lu Yung-ting And Southern Tsuchuns Join In New Telegram To President

AN IMMEDIATE SETTLEMENT

Call For Constitution And Parliament Disputes To Be Ended Forthwith

The dismissal of Premier Tuan Chi-jui is the latest joint demand of Inspector-General Lu Yung-ting, Tsuchuns Chen Ping-kun, Tan Haimin and Admiral Chen Pi-kwan, says a Chinese telegram from Peking. The lengthy message takes the form of an ultimatum to President Feng Kuo-chang, urging at the same time the immediate settlement of the questions of the Constitution and Parliament.

A Changsha report says that the Hunan troops at Shenchowfu, about 50 miles from the Szechuen and Kweichow border, declared their independence from General Fu Liang-so Tuesday.

The Canton government is vigilantly watching the movements of General Lung Chi-kwang, who has returned from Hongkong to the island of Hainan, his military base, as well as a portion of the heretofore loyal navy, consisting of the Hai-yung, Hailshu, Yinghui and Shaoh, which sailed from Swatow to Amoy Tuesday. The declaration of independence by Military Commissioner Chang Tien-chi of Wai-chowfu is considered by the authorities unimportant, as the majority of the troops, about 16 battalions, had been sent to Hunan.

Two hundred Northern troops were killed in a four-hour combat Wednesday at Chuting, thirty miles north of Hengshan, the recaptured position of the Hunan independent forces, according to a report received in Canton. The Hunanese lost two men by death and five were wounded.

The Ministry of War has ordered two aeroplanes for service in Hunan. They are being equipped for military purposes at Nanyuan.

Tsuchun Wang Chuan-yuan of Hupeh has offered to mediate between the South and the North. He hinted in his message to Peking that he has already obtained the consent of Inspector-General Lu Yung-ting if Peking will formally appoint him as the mediator. He proposes the immediate calling of a peace conference and the effecting of an armistice. It is understood that the Premier and his faction do not approve Wang's suggestion.

General Chow Tao-kan, the acting Tsuchun of Szechuen, is being surrounded more and more by Yunnan troops. Since his defeat at Neikiang, the Kweichow troops as well as a portion of his Peking soldiers have joined the Yunnanese, while many of the others are wavering.

Tsuchun Meng En-yuan of Kirin has been deprived of his office on account of being implicated in the monarchical restoration by Chang Hsun. It will be remembered that Meng headed the rebellious Tsuchuns in the memorandum to President Li Yuan-hung demanding the dissolution of Parliament. General Tien Chung-yu, Tsuchun of Tsitsihar, has been appointed Kirin Tsuchun.

The agreement between Japan and the Ministry of Communications for the Sino-Japanese Exchange Bank will be signed shortly by Minister Tsao Ju-lin and Japanese representatives. The bank has purchased a big site in the Legation quarter near the Regins Building and a \$50,000 building is going to be erected for its new home.

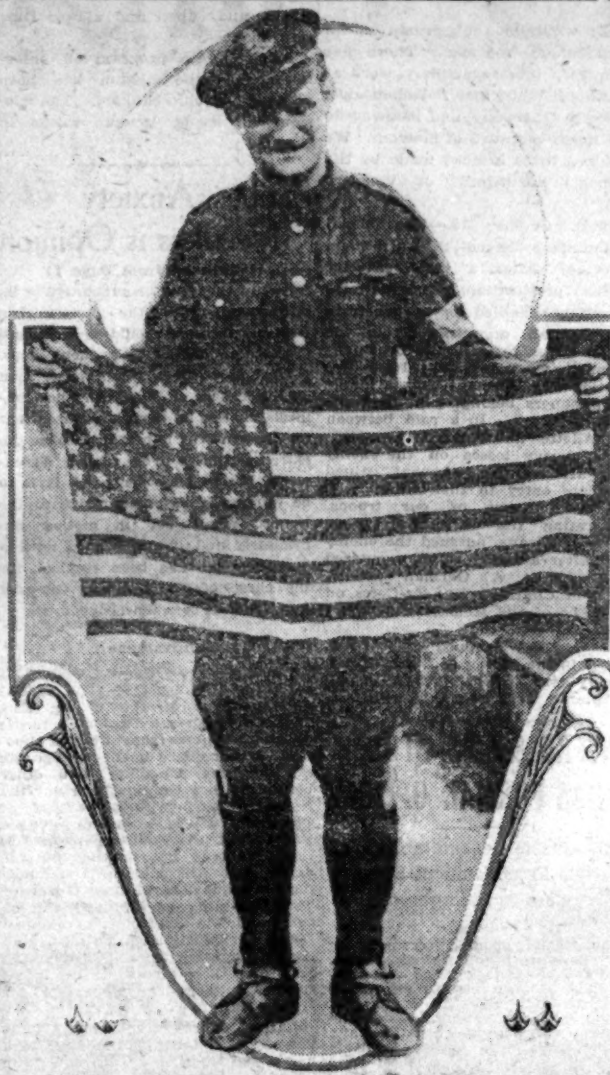
New Wireless Wonder Developed in Japan

Government Experts Connect Radio Instruments With Ordinary Telephones

Reuter's Pacific Service to The China Press

Tokyo, October 20.—Successful demonstrations connecting wireless and ordinary telephones were made by experts belonging to the Department of Communications, on Friday.

Carried Stars And Stripes To Victory At Vimy Ridge



GUNNER W. G. CLANCY

Gunner Clancy, of the British R. F. A., holds the distinction of being the first American to carry the Stars and Stripes into battle on the French fighting front.

When the Canadians in their great victory of Vimy Ridge charged over the top and into the German lines, Clancy tied the American flag to his bayonet and went with the van of the attackers. He was severely wounded.

Upon his recovery in a British hospital he was congratulated by Ambassador Page.

As a mark of special distinction in recognition of his bravery he is allowed to wear on his left arm a small American flag.

Clancy, who hails from Houston, Texas, joined the Canadian contingent who won undying glory and renown by their victory of Vimy Ridge.

S. AND W. DELEGATES ASK MERCILESS SUPPRESSION

Urge Force Of Arms To Stay Excesses Reducing Russia To Anarchy

(Reuter's Agency War Service)

Petrograd, October 18.—The Executive of the Petrograd Soldiers' and Workmen's Delegates has issued a manifesto urging the local committees to mercilessly suppress, even by force of arms, the excesses which are reducing the whole country to anarchy. The strike in the Petrograd paper-mills has ended.

As evidence of the fantastic degree of the workers' demands, sections of goods-yards men are asking over Rbs. 200 a day.

Messina Once More Devastated by Gale

Eleven Persons Lose Lives, Whilst Immense Damage Done To Property

Reuter's Service

Rome, October 18.—Hurricanes on the 16th and 17th devastated Messina and its environs. Hundreds of dwellings were destroyed by the floods, eleven persons perished and the roads and railways were disorganised.

Kaiser Will Decide Change of Ministers

(Reuter's Agency War Service)

Amsterdam, October 18.—The Lokal Anzeiger states that the changes in the chief offices of the Empire will be decided immediately the Kaiser returns from Constantinople.

GERMAN CROPS SHORT OF NATION'S DEMANDS

Rumanian And Neutral Supplies Fail To Relieve Acute Food Situation

(Reuter's Agency War Service)

Washington, October 18.—Reports received by the State Department indicate that the German harvests this year have not appreciably relieved the food situation in Germany. There is a great scarcity of fats and animal food generally and the supplies from Rumania and from neutral countries do not make up the lack of proteins. It has been definitely established that, while some crops are normal in volume, the scanty supplies of most commodities have not been increased.

Yokohama Man's Son Is Awarded The V.C.

Major George Campbell Wheeler Of Gurkha Rifles Is Decorated For Heroism

Reuter's Service

Yokohama has the honor of numbering a V. C. winner among its foreign residents. He is Major George Campbell Wheeler of the Gurkha Rifles, Indian Army. He is the son of Dr. Edwin Wheeler of Yokohama and also a cousin of Mr. Sidney Wheeler of the Hongkong and Shanghai bank here. Major Wheeler with only nine men crossed a river and attacked an enemy trench. Facing a counter-attack by a large force, he again charged with only four men and, though wounded, routed the enemy and consolidated the position he had won.

REVAL EVACUATION WAS STARTED 16TH; WILL QUIT CAPITAL

Government Preparing For Move to Moscow, But Will Not Hurry

TRAINS HELD UP

Defence of Moon Sound Vital to Security of Russian Communications

ENTRANCE BARRED

Old Fleet Is Sacrificed In Gallant Effort to Delay Germans

(Reuter's Agency War Service)

Petrograd, October 19.—An official Note announces that Russian destroyers continue to frustrate the attempts of enemy warships to enter Moon Sound. This is the main point of the struggle. Upon the result depends the security of Russian communications with the Gulf of Riga and Finland.

The bulk of the enemy's naval forces are at present in the vicinity of Dago Island and Oesel Island, opposite Irben Straits, while units of the Russian fleet are operating in the Gulf of Riga, defending this entrance.

A later official communique reported: "Two German torpedo-boats were sunk through the minefield in Moon Sound, yesterday."

Dreadnoughts Are Hit

"During the battle on Wednesday, our battleships secured hits on the enemy dreadnoughts. No fewer than ten German dreadnoughts of the Kaiser (24,312 tons, completed 1912 to 1913) and Koenig (25,600 tons, completed 1914 to 1915) types, ten cruisers and fifty destroyers, of which twenty were of the newest type, participated with the enemy troops on Wednesday when they landed at Serro, on Dago Island.

"It is reported that eleven enemy ships are anchored off the east coast of Moon Island."

Quitting Reval and Petrograd

The Novoye Vremya states that the evacuation of Reval began on the 16th. Owing to the danger of a landing by the enemy, most of the inhabitants have gone into the interior.

In view of the new strategic situation bringing Petrograd within the war-zone, the Government has taken measures for the evacuation of the Capital. The Government will probably go to Moscow. A special Ministerial Commission has been constituted to consider the measures for the evacuation of Petrograd.

The Government will be installed in the Kremlin Palace at Moscow. The Constituent Assembly will also meet in Moscow. The evacuation of the Government departments will not be precipitate and the Preliminary Parliament will hold its first meeting in Petrograd, when the Government will explain the reason for the transfer to Moscow.

The railway service is precarious, owing to lack of fuel and a further reduction of trains is foreshadowed. Sacrifice Old Fleet

London, October 19.—The German naval success in the Gulf of Riga was apparently gained against the local Russian flotilla of old battleships, destroyers and gunboats, which sacrificed itself in a very gallant attempt to delay the enemy's victory. That the two large Russian warships which were consorts of the Slava escaped was due to their retreating to Moon Sound, but it is improbable that they will find safety there, as, apparently, another German naval force is eastward of the

channel, preventing their escape into the Gulf of Finland.

The Russian minefields may impede the maneuvering of the heavier German ships, but, when they have been removed, the capture of all the islands in the Gulf of Riga will not be long delayed and a landing on the coast of Estonia may follow. The fact that the Russian flotilla was not re-inforced by the fleet in the Gulf of Finland is attributed to the lack of discipline existing among the crews of the latter.

Claim 5,000 Prisoners

A German official communiqué reports: "We completely overcame the Russians on Moon Island and took 5,000 prisoners."

Mirovitch and Piastro

By Domino

Mirovitch and Piastro were at the Lyceum Theater last night. They have been there before, and the natural corollary was a packed house. To criticize the musical pair in the accepted mode of the verb "To criticize" would be presumption. All that we on the dark side of the footlights could do last evening was to sit and wonder; to appreciate and applaud. Mirovitch at the piano, Piastro with his violin—both are absolute masters and accomplished artists.

With a varied program to work with the musicians kept the audience, at one moment spellbound, at another tingling with excitement, and then wildly enthusiastic. They made their first appearance in Cesar Franck's Sonata A. Major. It is a big work and if difficult to understand it became most impressive in the hands of Mirovitch and Piastro.

Schumann's Etudes Symphoniques was played by Mirovitch. What a command he has over the piano! He seemed to call out every varied emotion. His execution was simply wonderful. At one moment he would caress the notes, at another he would make them cry out with thunderous voice. A storm of applause greeted his rendering and as an encore he played a "Thank-you-very-much" kind of piece. The piano appeared to laugh at his touch and the audience leaned forward and also laughed and even Mirovitch was seen to smile.

In the second part the pianist played three numbers and Liszt was responsible for them all. I heard one of our accomplished local pianists say: "I have often heard Liszt Rhapsodie No. 11 played but never before like this." It was really great. Mirovitch would be playing now if the audience were given all they wanted.

Piastro played "Sonata G. Minor" by Tartini-Kreisler as his first solo. He caught the ears and hearts of the folk in front with his very first bar. When the beauty of his tone gave us time to think we marvelled at his extraordinary command over his violin. At moments his instrument would wail; and then sigh and then laugh; and following all these variations of feeling we sat mute for a moment and then gave expression to our appreciation by shouts of applause.

In part two the talented violinist gave Chanson Méditation (Cottent) and Le Streghe (Paganini). In both, the artist raised the audience to the sublime heights and in both did himself and the composers full justice.

The next concert takes place on Wednesday, October 24.

TEA REGULATIONS

(Reuter's Agency War Service)

London, October 18.—The Food Controller has ordered that no tea in classes "A," "B" and "C" shall be sold at prices exceeding those permitted under the ninety per cent tea control scheme and no other tea shall be sold after October 31 above four shillings per pound. The Food Control Committee may, subject to the directions of the Food Controller, vary such prices in Ireland generally or in particular cases. When tea is delivered, a charge not exceeding a halfpenny per pound may be added or any reasonable sum actually paid by the seller for carriage.

Mutiny in Austrian Navy is Confirmed

(Reuter's Agency War Service)

Washington, October 18.—Diplomatic despatches confirm the mutiny in the Austrian navy cabled on the 16th. This and the mutiny at Ostend have profoundly impressed American naval circles, as they show the fear of the German seamen to serve in submarines.

BEAT GERMAN RAIDERS WITHOUT ONE CASUALTY

French Penetrate Foes' Defence Works And Cause Considerable Damage

(Reuter's Agency War Service) London, October 19.—Field Marshal Sir Douglas Haig reported today: "We repulsed, without suffering any casualties, a raid made by the enemy last night, eastward of Vermelles. The enemy's artillery was active in the neighborhood of the Menin road and also at Zonnebeke."

(By wireless).—A German official communiqué reports: "There has been very intense artillery work at Houtholst Wood and Passchendaele, between Gheluyvelt and Zaanvoorde and north-eastward of Soissons. We repulsed three attacks made by the French, northward of Vaucleere Mill."

Paris, October 19.—The official communiqué issued this afternoon reported: After a very effective artillery preparation, a series of local operations enabled us to penetrate the German organizations in the region of Laffaux Mill and Bray-en-Laonnois, where we carried out destruction and brought back a hundred prisoners belonging to four different divisions. In a raid between the Allette and the Aisne, we inflicted heavy losses on the enemy and, after a lively combat, gained complete entry to their lines.

A detachment of our troops, penetrating the German trenches north of Casque, pursued the enemy and, after a lively combat, entered their lines. A German attack, north of Chatillon-sous-les-Cotes, on the right of the Meuse, was repulsed.

The enemy dropped a score of bombs in the region of Dunkirk, but nobody was injured. Two enemy aeroplanes were brought down.

SINCERE & CO'S. STORE HAS FORMAL OPENING

Many Guests Assemble To Wish New Establishment Success In Shanghai

The formal opening ceremony of the new Sincere and Co. department store and Hotel took place yesterday morning, a large number of guests being present. The hall of its roof garden was really decorated for the occasion with flags of all nations, and on the walls were displayed tablets of congratulation from local and other firms. Besides a fair sprinkling of women, there were present as guests of honor, among others, Dr. Wu Ting-fang, Mr. P. S. Chu, chairman of the local Chamber of Commerce; Mr. S. C. Yang, former commissioner of foreign affairs in Shanghai and other prominent men.

Mr. A. O. Ben, manager of the Insurance Department and representative of the Board of Trustees, presided as chairman. In his opening remarks, Mr. Ben traced the development of the Company from a tiny store in Hongkong to the largest department store existing now in China. He said that it was through the co-operation of its many Chinese and foreign friends that the company has its present existence, and he hoped that its new store would have further advice and assistance from friends in Shanghai in the future.

Following the speech there was music by the band from the Chapel orphange and the chairman then rose to receive the various messages of congratulation from firms and friends. Miss Yu Nge-tsok read, on behalf of the lady guests, a message wishing the Company further success and extension. The memorial occasion closed with the saluting of the national flag by the guests present, and the serving of refreshments.

'Hallowe'en Party' Planned for Oct. 31

American Song Service Committee Arranging Old-Fashioned Social Event

A "Hallowe'en Party" is being planned for October 31 by the Committee of the American Song Service. The party is to be patterned after the old-fashioned American church social and it is hoped to interest all the members of the American community in the event. Further details of the affair will be published later.

Russian Financiers On Visit to Japan

Aim To Promote Closer Economic Relations And Obtain Help For Funds

(Reuter's Agency War Service) Tokyo, October 20.—Mr. Konshin, the President of the Bank of Commerce and Industry in Petrograd, at the head of a Russian financial mission, arrived in Tokyo this morning. It is understood that conferences will be held with the leading Japanese bankers, with a view to promoting closer economic relations between Russia and Japan and aiding Russian finances.

An elaborate program of entertainment of the mission has been planned by Tokyo bankers. The mission will spend several weeks in Tokyo.

Serious Anxiety Needless is Opinion

(Continued from Page 1)

ferent to the issue or unctative in its movements. Once the decision has been taken, there should be a resolute prosecution of the subsequent steps.

If it is to be a compromise, then let the leaders of the South know immediately and let them be assured that the Government is prepared to go the extreme limit to avoid further dissension. If, on the other hand, it is to be war, let it be prosecuted with the utmost vigor, set in motion immediately and not suspended until a decisive issue has been reached, for the cause of China during the past six years has been indecisive issues.

South Gains Advantage

Special Correspondence to the China Press

Canton, October 16.—The special correspondent of the Chung Hua Hsin Pao with the Cantonese forces in Hunan reports from the field October 14 that there has been fighting at Yungfung, Chuchow, and other places, neither the Southern nor the Northern side winning except at Chuchow, where a two-day battle was fought, the Southerners getting the advantage but making no advance and still making Hengchow their headquarters. Military Governor Tan Hao-ming of Kwansi will be commander-in-chief of the combined forces of Kwangtung, Kwangsi, and Hunan opposing Tuan Chi-jui. To re-inforce those already at the front, Canton soldiers are departing for Hunan daily.

Latest reports circulating in Canton say that Lung Chi-kwang, who has 5,000 men in Kinschow, the island of Hainan, is for the South. Chang Tai-yen, the noted Chinese scholar acting as secretary to Dr. Sun Yat-sen, is now in Yunnan representing the Military Government. General Tang Chi-yao, Military Governor of Yunnan, has accepted the commission and seal formally presented to him as a marshal for the Military Government.

Inspector-General Lu Yung-ting, having had rejected almost all demands he made on Tuan Chi-jui, now finds he will be unable to effect a compromise between the North and South and has finally decided to stand by the South. He is now willing to co-operate with Admiral Chen Pi-kwan in fighting the North; and as Admiral Chen is the right hand man to Dr. Sun, the two strong powers of the South are now united in fact.

News Brevities

The Rev. J. C. Wooten, who has just come from the United States, will address the Sunday Service League at the Y. M. C. A. this afternoon at 5 o'clock. There will be special music by the league choir.

The Reading Circle of the American Woman's Club will meet in Mrs. Cabell's apartments at the Kalea Hotel at 10 a.m. Tuesday.

The promoters of The Mystic Shrine, which was organized in aid of the "Our Day" Fund of the British Red Cross Society, desire to acknowledge gratefully their indebtedness to Messrs. Andrews and George, Dr. John Goddard, and Messrs. Connell Bros. Company for kindly granting the use of their advertising space in various local newspapers to give publicity to the exhibition; to the Shanghai Electric Construction Company for displaying, free of charge, posters upon the tramway cars, to Messrs. Frederick Ezra and Co. for the hall free of rent, to Messrs. Porter and Co. for the electric light installation, to Lu Wai-lu for the loan of mirrors, to the Robinson Piano Co. for lending a piano, to the Carlton Cafe for tables, to Mr. Trilar for carpets and table covers, and to all the ladies and gentlemen who worked to ensure its success.

An attempt by Mayor Shen Pao-chang of the Shanghai City to make the cotton dealers on the Nantao Bund, who are on strike against the Cotton Testing Bureau for alleged corruption, resume their trade has failed. Two detectives were sent together with one of the influential dealers to the Bund yesterday to explain to the shippers the importance of ending the trouble, but the cotton-owners refused to listen to them. The arrest of Ching Hao-sun, one of the dealers' leaders, has been ordered.

The Royal Asiatic Society will meet next Thursday afternoon in the lecture hall of the society's building to hear a talk by Mr. F. Ayscough on "Casual Notes on Chinese Popular Superstition." The public is invited.

Mr. J. W. Gallagher, head of the office of the United States Steel Products Company in Shanghai, returned on the Venezuela with Mrs. Gallagher from a visit at home.

At The Theaters

A new Italian war film, "On the Way to Gorizia," will appear at the Apollo Theater this week, having its first showing Thursday. According to London press opinion it is the most comprehensive and striking picture of the fighting on the Italian front that has so far come from those parts. Its portrayal of the mountain fighting and the advance over almost impassable fastnesses are reported as one of the most astonishing things of the war. Tonight's program at the Apollo offers "The Clue," a dramatic play with Mdlle. Robins, the popular French artist, in the leading role. Also there are the news and war Gazette, a nature film and a comedy. Beginning tomorrow the 7th and 8th episodes of the "Mystery of the Double Cross" will be on display, with other films and "Bi-Bo," the one-man band, is announced.

Mary Pickford's film success, "Madame Butterfly," will be shown at the Olympic tonight and, beginning Tuesday, the "Mignons," Spanish musical and dancing artistes, will make their initial appearance at this playhouse. They carry a widely varied assortment of the newest dances and will give a series of imitations of great composers. A five-act film "The Clown," featuring Victor Moore, is also on the bill.

Mark Twain's great humorous story "Pudd'nhead Wilson," with Theodore Roberts in the title role, is to be reeled off in five laughable acts at the Victoria Theater tonight. The Collier Girls continue in their popular acts. On Tuesday these players will put on a program of new numbers and new episodes of "Gloria's Romance" will arrive. For Friday the advent of Mary Pickford in "Madame Butterfly" is announced.

Mariani and Company with a long bill of comedy, musical and acrobatic stunts are appearing at the Isis Theater this afternoon and evening. The Brothers Blagetti will appear in their acrobatic violin act and Miss Victoria Alexina will offer a Salome dance and some difficult trapeze work. A Danish film comedy rounds out the bill.

"At Bay," a Pathe "Gold Rooster," four-reel play, featuring Florence Reed, is the headliner at Towa Cinema this afternoon and tonight. "Spring on the Riviera" and "20,000 Feet Under the Sea" are other offerings. Program changes tomorrow and Friday.

WAR HAS BEEN DECIDED BY CAMPAIGN OF 1911

Earlier Position Completely Reversed, Though Territory Gained Is Small

(Reuter's Agency War Service) London, October 19.—The War Cabinet's congratulations to Sir Douglas Haig and the vote of thanks to be moved in Parliament are regarded as marking the end of the campaign in the west for the year, and confirming the view expressed by Reuter's correspondent at British headquarters and cabled yesterday morning. The occasion is taken by the papers to review the results of the campaign, which has been as arduous as any hitherto fought. The German view that, because of the gain of territory has been relatively small and, therefore, the Allied offensive has failed, is scouted. It is pointed out that the campaign in 1917, if it has not ended the war, has decided it, completely reversing the positions at the end of 1916.

The British, besides holding the heights commanding the plains of Belgium, have inflicted such losses on the Germans that the resisting power of the enemy has been fatally and irrevocably weakened. The New York Tribune remarks: "The great campaign in the west for the year, est single service of the British at giving the world of the decline of German morale and German might. morning. The battle of Flanders is one of the decisive battles of the war."

The vote of thanks to the forces will specially mention the heroism of the nurses.

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Firms desiring to register their names in the

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(In Chinese)

Should send in particulars

Before October 31, 1917.

Application Blanks may be Obtained

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C453 Honan Road, Shanghai

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WINTER IS COMING
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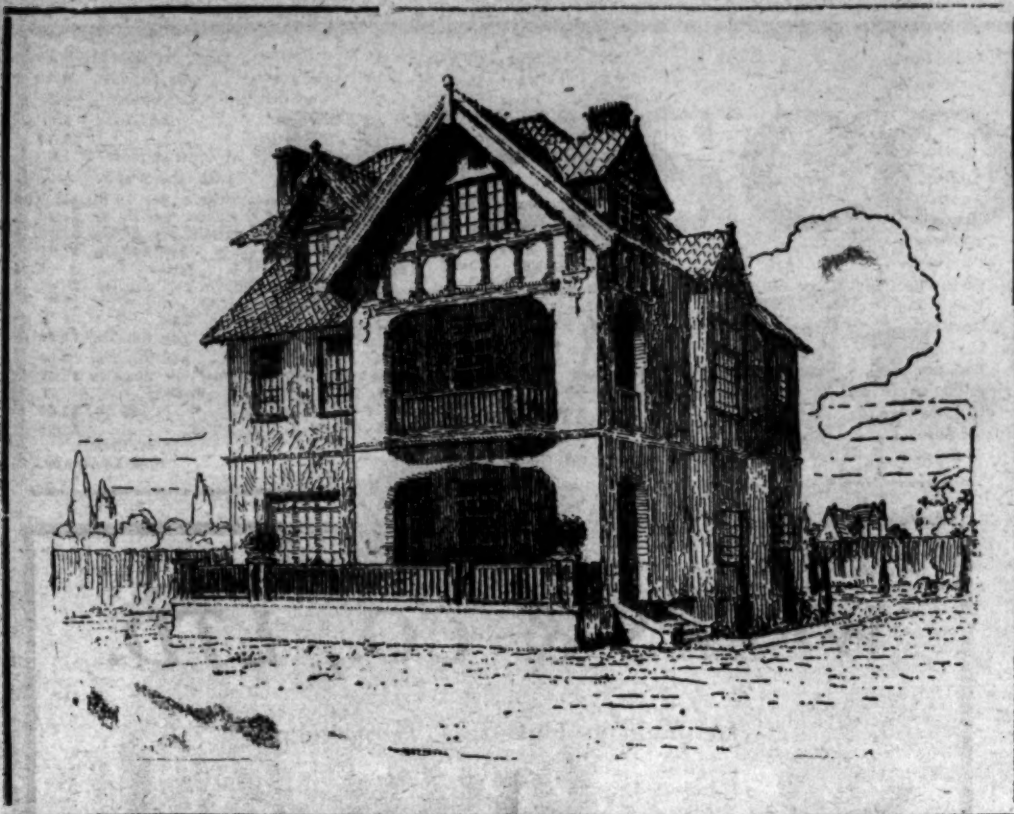
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In England—Now

(Special Correspondence from a former Shanghai newspaper man.)

London, August 30.—While the shells, big and small, continue their deadly work over the fertile fields of France and Flanders, the man of the hour to the civilian population in Great Britain is not Thomas Atkins but a much higher personage, in Lord Rhonda, Food Controller of these realms. And this chiefly because, with three years of grave anxiety now in the back ground, the inhabitants of the British Isles are fully confident the precious life blood is being split by an average of 2,500 men daily, in killed and wounded, that "All's Well" in that department and that not from their fighting forces will there come any word of German victory. In the field and in the air, as well as on the water, the services of the Allied Powers are now organized to the extent which makes victory in the long run almost as certain as a royal flush hand in poker.

Russia, of course, has been a source of serious concern for some time now and there is still not much sign of any silver lining to the clouds in that quarter but elsewhere the Kaiser and his hordes are well bottled up and likely to remain so.

I give you the British casualties at an average of 2,500 daily from my observation of the official lists during the past six weeks and of that total at least fifty per cent are wounded, that, after treatment, will return to the ranks. The officers and men "Gone West" figure out at under the four figures per diem and as it is well known the British Army is holding a very long stretch now of the trenches the losses may be said to be very well kept down. What the Germans are suffering, few but those high in authority on the other side of the Rhine know but their losses are certainly heavier than ours, and are likely to increase in proportion as the months go on.

But to return to our Food Controller, out in Shanghai I know you must have read much of bread tickets, etc., and been far from enjoying visions of Great Britain under very trying conditions. Well, I have been here and there throughout the country for over a month now and am still on the look out for a bread, sugar, or tea ticket. Conditions assuredly are not those of the halcyon days of 1913 or the summer of 1914: prices are floating away up in the way Bethlehem Steel acted in Wall St. in the autumn of 1914; but wages all round are considerably increased. Possibly the worst hit class of all is the middle class population of professional men who are finding it difficult to make ends meet. The employer and the employee in all kinds of manufactures can easily manage to get the extra pounds and shillings for their daily bread but in many instances the middle class man is not so fortunately placed. However we are not starving yet nor are we likely to.

Dear old "Blighty" is much the same, after all is said and done. The theaters and other amusements of "the many-headed multitude" are going on as usual, naturally, however, with a very strong tinge of the military in everything about town. Captain Rainsfather, whose cartoons of "Bert, Will and Alf" have given so much enjoyment all over the world, is still working hard and his "Fragments from France" are now issued as a magazine on their own, this being done for the sake of collection. He has also entered into a new realm with the pencil. Some time ago a book, "The War in France" was written on his own, and was produced for him by Mr. C. E. Cochran, the well known London theatrical manager, and here again Rainsfather bids fair to be as great a success as in his cartoons. The war has given us one great humorist at least.

By the way, Mr. Cochran has just received the heart of provincials by a decision of his, come to after a difference of opinion on financial matters, with the provincial theater managers. He has bought up, from France, a huge portable theater and he is to send out his own companies to the provinces.

London Town is not suffering much from air raids these days. Horatio Bottomley, editor of John Bull, tells the British public that the trouble in the last big raid, when really serious damage was done, was that a number of machines were away in France. If the story is true it is unlikely that there will be any repetition. The German airmen have since twice returned in attempts to "get" the Capital but on both occasions they were easily frustrated and did little damage.

Little news is given us here about "Go Get 'Em" John Pershing and his men. In fact the censorship in this respect seems to be complete and even the New York papers are not getting any great service. The American Fleet is already doing splendid work, however, and it may now be taken for granted that those ships in the Kiel Canal will never attempt a fixed battle on a big scale. The submarine is their only hope and slowly but surely that hope is going to make their hearts very sick. America is going about the war in brilliant fashion. Team work is going to tell. I have seen and met several lots of their volunteers, already over in France, and

a fine looking lot of men they are too. More power to their elbows! King George, you will have noticed, has changed his family name from Guelph to Windsor—a happy choice. The Prince of Wales is more highly spoken of than ever but his younger brother, in the Navy, is once again on the sick list and the doctors state it will be several months before he can rejoin his ship. Winston Churchill is back in London again—this time as Minister of Munitions. I saw him the other day and he has aged considerably in these last three years but his wife is as young looking and handsome as ever.

Great Britain has not yet gone teetotal but it is not far from it these days. Prices are prohibitive almost, with whiskey at over two times its previous cost per bottle and a bottle of Bass at nothing under 8d. and in some places over 1/-. The hours of selling, too, are only four or five per day and there are further restrictions on the purchase of quantities which are making these days very hard indeed for the landlord, as well as for the gentleman who loves his dram. Cigarettes and tobacco likewise have come under Government notice so that the humble "rag" is getting more and more of a luxury instead of a necessity. The men at the front, however, are well looked after and, that being the great thing, those at home are not given to grumbling.

CANTON FESTIVAL

(Special Correspondence to the China Press)

Canton, October 15.—Last week was one of festivals in Canton. The almost forgotten anniversary of the Revolution was revived, and the sixth one, October 10, was a busy and glorious day. Early in the morning receptions were held at the principal official yamens, while soldiers in their best paraded before noon. From noon to two o'clock, thousands of people and officials and soldiers attended the memorial service in honor of the dead revolutionists. The Canton Boy Scouts, 500 strong in the city, besides others in the districts, gave a demonstration at two o'clock, when the leading officials, including President Wu Ching-lien and Vice-President Wang Chen-ting of the National Assembly and representatives of the Generalissimo and the Governors of the Province, attended and addressed the boys. Foreign consuls, Dr. M. de Nascimento of the Portuguese Consulate, Pro-Consul E. S. Bennett of the British Consulate-General, and others also inspected the scouts and accepted greetings from the Canton Boy Scouts on behalf of scouts in their respective countries.

The three days following were observed as the birthday of Confucius. All the principal guild halls, leading firms, schools, and organizations of the city held formal worship, dinners, and the like, all decorating their premises with the gorgeous articles well-known in Canton festivities. Among the unique features introduced into Canton this year were the flower shows follow-

ing similar rules of those often held in Hongkong and other places by foreigners, and many local press opinions have been given to support this new form of entertainment to replace the more expensive embroideries and wood-engravings. Although ancient plants have been long famous, special flower shows have seldom been held.

Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkong market as compiled on October 16, 1917.

Butcher's Meat

Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30

Fish

Bream	per lb.	16-18
Cod	"	16-18
Mandarin	"	25-35
Mackerel	"	20-25
Pomfret	"	20-25
Salmon	"	18-20
Small	"	none
Sole	"	16-18
Whitebait	"	none

Gam, Poultry and Eggs

Deer	each	2.50-3.00
Duck	"	40-70
Eggs	per doz.	18-20
Fowl	per lb.	18-20
Geese	each	60-1.00
Hare	"	30-35
Partridge	"	none
Pheasant	"	50-60
Pigeons	"	15-18
Plover	"	none
Quail	"	15-18
Snipe	"	12-14

Turkey	per lb.	35-40
Teal	each	18-20
Wild Duck	"	25-40
Wild Geese	"	none
Woodcock	"	50-60
Wild Pigeons	"	10-12

Apples	per lb.	10-14
Apricots	"	none
Bananas	"	5-8
Cherries	"	none
Cocoanuts	each	15-18
Chestnuts	per lb.	3-10
Figs	per doz.	3-5
Grapes	per lb.	14-16
Lemons	each	6-7
Lichees	per lb.	none
Mangoes	each	none
Mangosteens	per doz.	none
Melons	each	none
Oranges	"	10-12

Peaches	per lb.	15-20
Persimmons	"	5-8
Peanuts	per lb.	none
Plums	"	none
Pumpkins	each	12-16
Pineapples	"	none
Pears	per lb.	8-14
Strawberries	"	none
Walnuts	"	10-12

Artichokes	per lb.	3-4
Asparagus	per doz.	20-25
Bamboo Shoots	per lb.	none
Broad Beans	"	5-10
Broccoli	per bunch	2-3
Cabbage	each	2-4
Celery	per bunch	2-10
Carrots	"	2-3
Cauliflower	each	none
Egg Plant	per lb.	6-8
French Beans	"	8-10
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none

Onions	per lb.	2-3
Peas	"	20-24
Potatoes	per pic.	\$1.50-2.00
Pumpkins	per bunch	3-4
Radishes	per bunch	1-3
Spinach	per lb.	3-4
Tomatoes	"	12-14
Turnips	per bunch	2-3

Grain and Flour		
Flour American	per 50 lb.	\$5.50
Flour Australian	per 50 lb.	\$4.80
Flour Shanghai	per 50 lb.	\$2.50
Rice	per 200 lb.	\$7.00

Milk		
Foreign dairies	per bottles	20
Chinese dairies	"	17

Fuel		
House Coal	per ton Tia	17.50
Stove Coal	per ton Tia	20.50
Firewood	per 50 bundles	\$1.00

Fodder		
Barley	144 lb.	\$2.00
Bran	"	\$1.95

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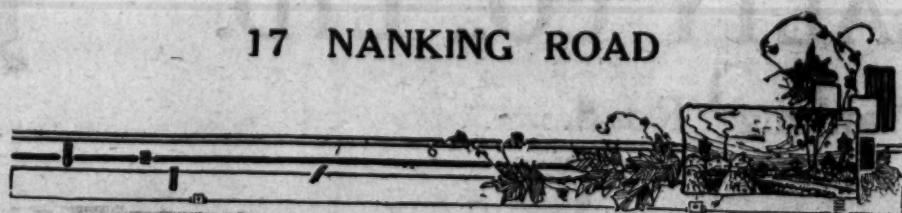
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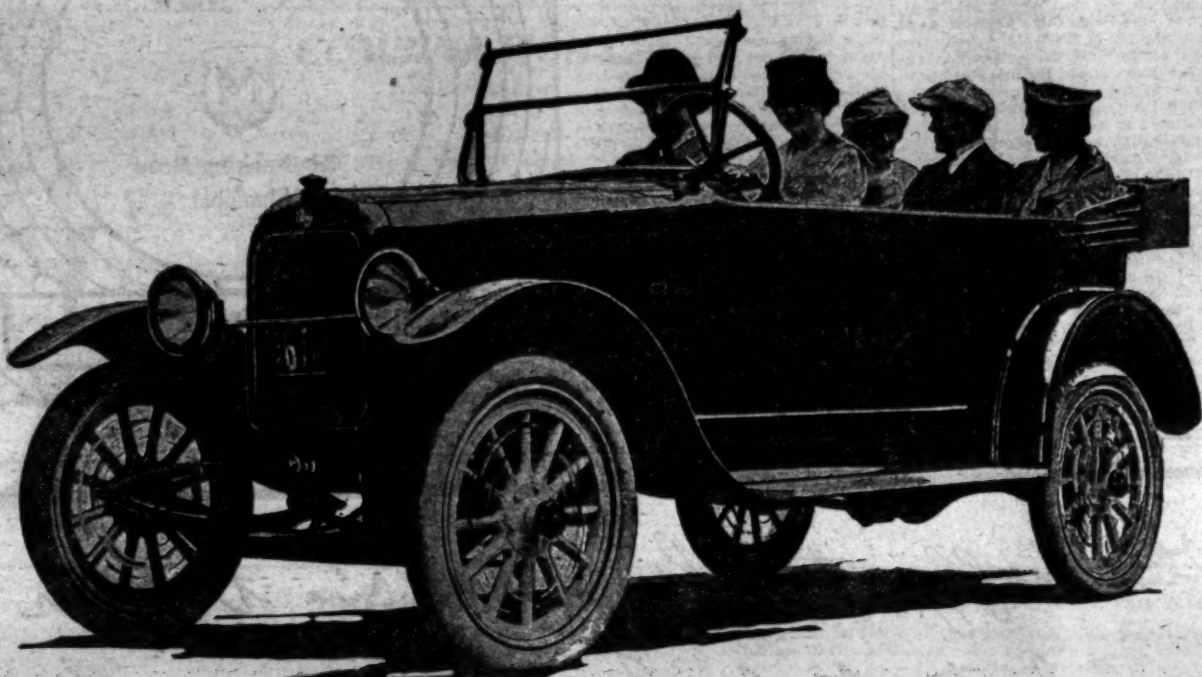
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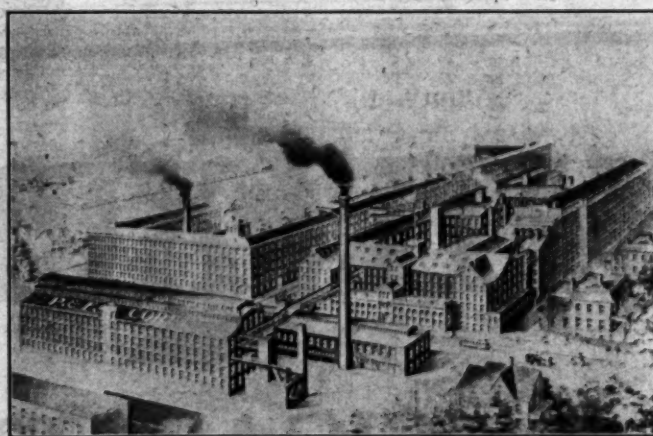
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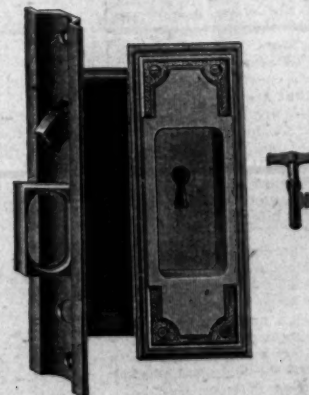
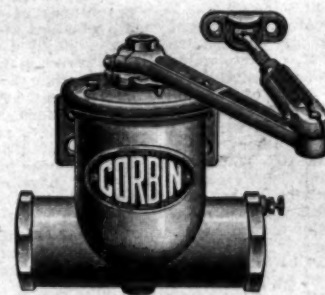
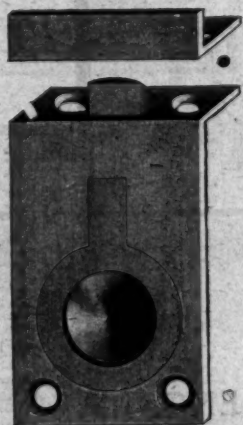
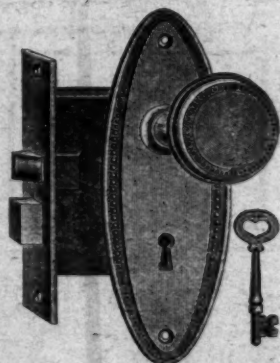
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Turks Barely Saved Dardanelles

Story Of British Error Told In Detail For The First Time—
Defenders' Ammunition Was Almost Gone
When Fleet Withdrew

By George A. Schreiner
Formerly Assistant Editor of the
London Times, and now
editor of the London Times
and the London Times

Two of the most memorable days of the European war were March 18 and 19, 1915. On the first occurred the principal attack by the allied fleet on the defenses of the Outer Dardanelles. On the second the Allies committed their greatest military error.

Another hour's bombardment on March 19 would have silenced the batteries along the Outer Dardanelles, because lack of suitable ammunition had made them impotent, the mine field off Sari Siglar Bay could have been cleared before nightfall, and on the following day the allied fleet could have appeared off Constantinople. When the sun set on March 18, making a continuation of the bombardment impossible, the Turkish batteries along the Outer Dardanelles had only twenty-seven rounds of "blueheads," or armor-piercing shells, of which seventeen rounds were in Fort Anadolu Hamidieh and ten rounds in Fort Rumeli Medjidieh, one of the Killid-Bahr works. Considering that on March 18 more than 300 shells of this type from these batteries had barely registered a half dozen good hits, only accident could have brought the allied fleet many losses from the twenty-seven shells in the possession of the Turks and Germans. Nor was it likely that another Bouvet incident would occur, since the allied commanders must have realized that putting in the van this top-heavy French vessel was a foolish undertaking. That the Bouvet went down inside of three minutes, after having been hit twice by shells from Fort Anadolu Hamidieh, was not so much the effect of being hit as the result of faulty construction.

I will give a brief survey of them, the allied operations against the Dardanelles, beginning it with the remark that, as correspondent of The Associated Press, I viewed the attack on the Outer Dardanelles in its entirety.

The Turkish batteries at Sid-il-Bahr and Kum Kale, defending the entrance to the Dardanelles, were reduced by the allied fleet, by means of long-range fire, in the last week of February, 1915. They were armed with 35.5-centimeter Krupp guns of rather old make, having a sighting range of 14,500 meters. This range made all effective fire by the Turks impossible, as long as the allied ships stayed out of it, which they could easily do, since they had enough guns of 15,000 meters range, and over the works at Kum Kale and Sid-il-Bahr. As a matter of fact, most of the shells which silenced these batteries came from a distance of about 16,000 meters, so that all the Turks could do was to hope for the moment when the allied ships should draw in closer. On two occasions the Allies decided to get nearer to the batteries, but soon found it the better part of valor to return to their former stations, since from them the works could be reduced without running any risks.

With the exception of the battery at Eski-Hisarlik, the works at the entrance could all be taken under direct frontal and enfilade fire by the Allies, so that, on the whole, their reduction was an entirely mechanical affair, a question of time and ammunition. Fort Ertogrul was one of the first to fall and with it silenced, the fate of the other batteries. Orconieh, Kum Kale, Sid-il-Bahr, and Eski-Hisarlik, was sealed, since Ertogrul, both by reason of location and armament, was the piece de resistance of the work at the entrance to the strait.

With these batteries reduced the allied fleet had gained but little, however, contrary to what was being maintained at the time. The method employed in bombarding them could not be repeated against the defense works along the Outer Dardanelles, for the reason that the Bay of Erenkoi, which the allied ships had to enter, did not permit of much maneuvering, owing to the fact that its surface was small. So long as the ships entering the bay were few in number they could still "mill about" the hearts content, but the body of water was not large enough for the line ships and smaller craft which the Allies brought into Erenkoi Bay on March 18. Mention of this must be made in view of the role played on that day by the Turkish howitzers stationed in the hills of Anatolia and on the Gallipoli Peninsula.

Maneuvering by a fleet bombarding shore batteries is done for the purpose of changing constantly the target offered by the ships. The vessels, swinging about in circles and often spirals, are not easily hit, since they alter constantly the mark of the shore gunner, both in elevation and horizon. In this we find the application of the saying credited to Napoleon: "A cannon on shore is worth ten on the sea."

On the other hand, milling about interferes considerably with the efficiency of the fire of the ships, despite the many optical aids that the modern gun crew has. The deck of a moving ship is hardly ever at rest, and when to this is added a constant change, due to the circles that are being described by the vessel, the fire is apt to become poor in results. At the ranges observed by the allied ships during their bombardment of the Kum Kale and Sid-il-Bahr batteries, the errors resulting from the motion of the ship and its constantly altering position became multiplied.

It was soon apparent, therefore, that the allied commanders had been instructed to proceed with caution. The European war was so young then that the men in London and Paris seem to have found it imprudent to risk too much. To the German officers who were in charge of the technical phase of the Dardanelles defense this became apparent very soon, as several conversations with General-Admiral von Usedom-Pasha, Inspector General

of Ottoman Coast Defenses, showed me.

He and Djavad Pasha, the Turkish officer in charge of the tactical phase of the Dardanelles defense, and Merten Pasha, another German artillery expert, saw certain advantages to the Turks in the caution that the allied commanders betrayed, and were quick to avail themselves of them.

When the allied ships ventured for the first time into Erenkoi Bay on March 1, for the purpose of bombarding the defense works of the Outer Dardanelles, they found a little surprise waiting for them. The surprise consisted of several howitzers which the Turks had stationed so close to the lower sweep of Erenkoi Bay that they could take the allied ships entering the bay under fire.

Against the armored sides of a modern line ship the howitzer shell is useless, of course. But it is different with the deck of such ships. The howitzer shell will penetrate such a deck, explode in the interior of the vessel, and cause considerable havoc.

But the deck of a moving ship is not easily hit by a howitzer crew. The target surface is relatively small, and the slightest error in elevation, the most common failure in the handling of high-angle guns, will cause the shell to fall wide of the mark. For reasons of trajectory which need not be gone into here, the side of a ship is a much better target than its deck, as the allied commanders had ample reason to discover up to March 18. So long as their ships had room enough to mill about in Erenkoi Bay they ran little danger from the Turkish howitzers, as daily attendance at the bombardments showed me.

The Turkish howitzers were located behind the crests of certain hills near the Shavan Dere on Gallipoli, and some elevations to the east of the village of Erenkoi. Eight thousand meters being their maximum effective range, they were not able to do any harm to such allied ships as kept in the middle of Erenkoi Bay, as was the practice so long as the Allies sent only from three to five ships into the strait, as up to March 18 they were in the habit of doing.

A great deal of ammunition was spent by the Allies to drive the howitzers off. But this proved next to impossible. The guns of the allied ships were of the flat-trajectory, long-range type, of course, and none of their shells could be placed near the howitzers, which were emplaced behind crests some 600 feet above the level of the bay. The many shells which the Allies threw in their direction usually landed thousands of meters behind the howitzers, and indirect fire, spotted by aerial observers, gave no better results. The Turkish howitzers were safe for this reason.

Beginning with March 1, the Allies attempted a reduction of the batteries along the Outer Dardanelles. The first work to be taken under fire was the newly emplaced battery at Dardanos—five naval 15-centimeter pieces in half turrets. Very little impression was made, however, as visits to the battery showed me. So poor had been the fire of the Allies that, with over 4,000 rounds of heavy ammunition, they obtained the following results: Turret 1 hit by a small fragment of a shell. Turret 3, hit by a larger fragment, causing the port plate of the gun to be bent. Turret 5, a base plate bent and torn. The total casualties at Dardanos up to March 25, were one man dead, an officer suffocated when a telephone pit caved in.

I have made reference to this to show how ineffective a long-range fire from naval guns may become, and to what extent an exaggerated degree of caution may frustrate one's design.

As the bombardments of March 1,

2, 3, and 5 led to no results, the Allies tried something rather new on March 6 and 7. Their commanders knew, since one of them had been the head of the British naval mission which before the war had charge of the Ottoman navy and coast defenses, that the Turkish batteries south of Tchanak Kale and Killid-Bahr were negligible quantities. The old battery near the Shavan Dere served no good purpose, nor could Dardanos do more with its 15-centimeter guns than support the

major of the 35.5-centimeters in Fort Anadolu Hamidieh and Rumeli Medjidieh. The result of this was that the latter, together with its antiquated sister-emplacements, was taken under fire by the allied fleet indirectly from the Aegean Sea. Not unkindly of such a possibility the Turks had brought the line ships Halreddin Barbarus and Torgut Reis down the strait, so that the indirect bombardment of the Killid-Bahr works became in the end an indirect cannonade between two fleets, neither of which could see the other—a performance which, it has been said, was unique.

After one of the allied vessels, a French line ship of the Henri V. type, had been hit on March 5 the allied fleet withdrew. Though the Allies had worked hard on the two days, they had done no damage whatever of a military character, as a visit to the Killid-Bahr works on March 8 showed me. Much of the ammunition thrown by the Queen Elizabeth had not gone off, coming as it did from a distance of

about 21,000 meters and falling on the soft fields near Killid-Bahr.

The sudden end of the Kum Kale and Sid-il-Bahr works had adversely affected the moral of the Turkish gunners, but the timid efforts of the allied fleet against the batteries of the Outer Dardanelles strengthened it, despite the fact that the Ottoman Government, as was generally known, had packed and was ready to move to Eski-Shehr in Anatolia, the ancient cradle of Osmanli power.

Such was the situation when the allied fleet made its appearance en masse on the morning of March 18. First, nine British line ships steamed into the Bay of Erenkoi. When these had reached the proper position another nine ships of the line steamed in to form the western group. Meanwhile the Queen Elizabeth had been stationed in the entrance to the strait and bay. At 11:20 sharp the first volley from her forward turret sailed over the emplacements of Fort Anadolu Hamidieh and into the town of Tchanak Kale—exploding near a little cafe, where Raymond E. Swing of The Chicago Daily News and the writer were waiting for the developments of that day. In a few minutes the bombardment became so severe that the two of us were obliged to retire into Fort Tchemenlik.

The age of the Turkish batteries was to prove their salvation. Except the battery at Dardanos, none of the Turkish emplacements was of a modern type. Against the sand and

earth parapets and traverses the armor-piercing shells of the Allies proved of little value.

At three minutes before 2 o'clock the French ship Bouvet was hit by a shell from Fort Anadolu Hamidieh, manned by German naval officers and sailors. Two minutes later she was hit again, and at exactly 2 o'clock her magazine exploded, with the result that, out of a crew of about 900 men, only a bare dozen, so far as I could see, were saved.

The sinking of the Bouvet seems to have been a great shock to the Allies. For the next half hour their fire was of the poorest quality, the ships having contracted their circles again to get out of range. Later in the day they once more approached, so that, shortly after 4 o'clock, the Bay of Erenkoi was literally choked with damaged allied vessels, the disabled ships hampering the others in maneuvering.

Three more hits stood to the credit of the Turkish coast batteries, when the allied fleet began to withdraw at 4:30. All other damage done to the Allies was due to the Turkish howitzers stationed near the entrance to the strait.

The Irresistible was literally sliced to pieces by the guns of Fort Rumeli Medjidieh and Dardanos at 5 o'clock, after she had been abandoned and was drifting. The Ocean sank a little later in Morto Bay, where she had been towed after being disabled. The

(Continued on Page 10)

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No. 7102. HIGH NECK, LONG SLEEVES. Ankle Length. "Medium Weight." Small, Medium, Large and Extra Large \$7.00, 7.25, 7.50 and 7.75

Special heavy weight "Jason" Combinations.

No. 8831/7482. HIGH NECK, SHORT SLEEVES. Knee Length. "Heavy." Small, Medium, Large and Extra Large Prices \$6.75, 7.00 and 7.25



COMBINATIONS NATURAL

No. 8831. HIGH NECK, LONG SLEEVES. Knee Length. "Heavy Weight." Small, Medium, Large and Extra Large Prices \$7.00, 7.25 and 7.75

Extra heavy weight, specially invented for the extremest cold parts of China. All pure wool.

No. 1749. HIGH NECK, LONG SLEEVES. Ankle Length. Small, Medium, Large and Extra Large \$7.75, 8.25, 8.75 and 9.50

No. 7102. HIGH NECK, LONG SLEEVES. Knee Length. "Medium Weight." Small, Medium, Large and Extra Large \$6.95, 7.00, 7.75 and 8.00



"Pesco" "The Snow White Garment"

We offer the whole of this stock at revised prices for this season, despite the heavy advances in Wool. It will not shrink; is guaranteed pure wool right through; and is of such a soft texture that it will not irritate the most tender and sensitive skins.

They are wonderful values and we hold only small stocks of each size

VESTS. "Light Weight."

High Neck, Short Sleeves High Neck, Long Sleeves

Small Medium Large Small Medium Large

\$4.75, 5.00 and 5.50 \$5.00, 5.50 and 5.75

We advise an early order for these as they cannot be repeated at any price this season.

LADIES' WHITE COMBINATIONS. "Light Weight."

High Neck, Short Sleeves No. 22 Super. Small Medium Large Ex. Large

Knee Length - \$6.50, - 7.00

Ankle Length - \$7.00, 7.50, 8.00

High Neck, Short Sleeves

Knee Length - \$6.50, 7.00, 7.50,

High Neck, Long Sleeves. "Heavy Weight."

Ankle Length \$10.00, 10.00, 10.50, 11.00

Knee Length - \$7.00, 7.50, 8.00, 9.00

High Neck, Long Sleeves. "Light Weight."

Ankle Length - \$8.25, 8.75, 9.00, 9.50



"JASON" VESTS For the Kiddies

"Jason" Vests have all that soft, rich cosy, warmth so desirable for Kiddies, in the cold days. We specially suggest these warm woolly vests for school wear.

High Neck, Long Sleeves

Sizes	1	2	3	4	5	6	7	8
Chest	20	22	24	26	28	30	32	34
	\$2.00	2.20	2.40	2.60	2.80	3.00	3.20	

High Neck, Short Sleeves

Sizes	1	2	3	4	5	6	7
Chest	20	22	24	26	28	30	32
	\$2.00	2.20	2.40	2.60	2.80	3.00	3.20

CHILDREN'S VESTS

These qualities are by the same makers as our well-known brands of women's vests, and combinations on this page.

No. 4168A. White Wool Vest, with tiny cotton interstitch. High Neck, Long Sleeves.

1 2 3 4 5 6 7 8

\$1.00 1.10 1.20 1.30 1.40 1.50 1.60 1.70

No. 954. White Wool Vests, tiny cotton interstitch. High Neck, Long Sleeves.

1 2 3 4 5 6 7 8

\$0.85 0.90 1.00 1.10 1.20 1.30 1.40 each

No. 520. White All Wool Vest, High Neck, Short Sleeves.

3 4 5 6 7 8

Prices \$1.50 1.60 1.70 1.80 1.90 2.00

No. 954. White Wool Vest, High Neck, Short Sleeves.

Sizes 1-\$0.85, 3-0.90, 4-0.95, 5-1.00



COMBINATIONS

We list here a range of pure wool, silk and wool, and cotton silk and wool underwear. They are soothing to the most delicate skin.

No. 4168. White Silk and Wool Combinations. High Neck, Long Sleeves.

Small Medium Large

Prices \$6.50, 7.50 & 7.75

No. 520. White All Wool Combination, High Neck, Short Sleeves.

Soft to the skin.

Small Medium Large Extra Large

\$4.75, 5.50, 6.75 and 7.25

High Neck, Long Sleeves. Cosy for winter.

\$5.50, 6.00 7.50 and 8.00

No. 4168 White Silk and Wool Combinations

With tiny White cotton interstitch.

High Neck, Short Sleeves.

Medium \$5.75 Large \$6.00

High Neck, Long Sleeves.

Medium \$6.00 Large \$6.25

Low Neck, Short Sleeves.

Medium Large Extra Large

Prices \$5.50, 5.75 and 6.00

No. 1522. White Silk and Wool Combinations.

High Neck, Long Sleeves.

Small Medium Large Extra Large

\$6.50, 6.75, 7.25 and 7.50



SILK and WOOL VESTS

The same fine quality as the combinations. Perfect shape and delightfully soothing to the skin.

No. 564. White Silk and Wool Vests

Medium Neck, No Sleeves,

Small only Price \$1.50 each

No. 218. White Silk and Wool Vests

Medium Neck, Short Sleeves

Medium \$2.25 Large Size \$2.50

No. 232. White Silk and Wool Vests

High Neck, Short Sleeves.

Large Size only Price \$2.50

No. 93. White Silk and Wool Vests

High Neck, Long Sleeves.

S. \$3.00 M. \$3.50 L. \$3.75

No. 607. White Silk and Wool Vests

High Neck, Short Sleeves.

S. \$2.25 M. \$2.50 L. \$2.75



Slazenger Tennis Balls
\$6.00
per dozen

"JASON" COMBINATIONS For the Kiddies

The same fine pure nature wool unshrinkable garments that we advertise for ladies. We hold complete stocks of every size and have taken special care in giving Chest measure and length from Knee to Shoulder, in order that outport customers shall be able to order with as little trouble as possible. High Neck, Short Sleeves. These come to the knee.

No. 7102

Sizes 1 2 3 4 5 6 7 8

Chest 20 22 24 26 28 30 32 34

Shoulder 22 24 26 28 30 32 34 36

to Knee 22 24 26 28 30 32 34 36

\$3.50, 3.75, 4.00, 4.25, 4.50, 4.75, 5.00, 5.25

High Neck, Long Sleeves. These come to the knee.

Sizes 1 2 3 4 5 6 7 8

Chest 20 22 24 26 28 30 32 34

Shoulder 22 24 26 28 30 32 34 36

to Knee 22 24 26 28 30 32 34 36

\$3.75, 4.00, 4.25, 4.50, 4.75, 5.00, 5.25, 5.50

High Neck, Long Sleeves. These reach to the ankles.

Sizes 1 2 3 4 5 6 7 8

Chest 20 22 24 26 28 30 32 34

Shoulder 28 30 32 35 38 40 43 47

to Ankle 28 30 32 35 38 40 43 47

\$4.00, 4.25, 4.50, 4.75, 5.00, 5.25, 5.50, 5.75



VESTS

Popular prices in pure White wool vests, silk and wool vests at prices that are impossible in the wool markets today. They are the remains of a huge purchase in 1916 and we hold stocks of the sizes advertised only.

No. 520. White Wool Vests, Low Neck, Short Sleeves.

Small Medium Large Extra Large

\$2.50, 3.00, 3.50, 3.75

No. 6154. White Wool Vests, Low Neck, Short Sleeves.

Women's size only \$1.50 each

No. 7800. White All Wool Vests, Low Neck, Short Sleeves.

Medium \$2.25 Large only \$2.75

Long Neck, No Sleeves.

Small Medium Large

\$2.25, 2.50 and 2.75

No. 4034. White All Wool Vests, High Neck, Long Sleeves.

Small only Price \$3.00 each

No. 520. White Wool Vests, Low Neck, Long Sleeves.

Large only Price \$2.75 each



Slazenger Tennis Balls
\$6.00
per dozen

"JASON" Sleeping Suits

The perfect garment for youngsters who suffer from the cold. Keeps them lovely and cosy.

Sizes 1 3 ins.

Shoulder to heel 36 40

Prices \$5.50, 6.00, 6.50 each

Sizes 4 5 6 ins.

42 44 46

Prices \$7.00, 7.50, 8.00 each



VESTS

"Jason" Pure Wool Vests,

"PURE WOOL"

White Wool Vests.

High Neck, Short Sleeves.

Sizes Small Medium

Prices \$3.50, 3.75

and 4.00

High Neck, Long Sleeves.

Sizes Small Medium

Prices \$4.00, 4.25

and 4.50

VESTS

Jason Pure Wool Vests

"UNSHRINKABLE"

Natural Wool Vests

High Neck, Short Sleeves.

Sizes Small Medium

Prices \$3.50, 3.75

and 4.00 and 5.00

High Neck, Long Sleeves

Sizes Small Medium

Prices \$4.00, 4.25,

4.50 & 5.00



Silk Wool Spencers

Fine White Silk and

Wool Spencers.

High Neck, Long

Sleeves.

Medium, Large, Extra

Large.

Prices \$3.00, 3.00, 3.50 each

Fine White Wool

Spencer

High Neck, Short

Sleeve

Small and medium only

Prices \$1.40 and 1.60 each



Full Stocks of Stockings and Sox — The Warm Woolly Kind are Now here

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

THE SHOPPING CENTER OF SHANGHAI



Cost Of Living In France

Rises In Many Cases More Than 200 Per Cent

One single item excepted, everything in France has advanced in price from 25 to 200 per cent in the last three years, writes the Paris correspondent of the New York World. The rent of large apartments is the only item which has decreased since the war began, and that is due to the fact that thousands of foreigners—Americans chiefly—packed off to the United States in August, 1914, subleasing their homes for a song, and thousands of French people who formerly had handsome places can no longer afford the upkeep, especially with coal almost impossible to get and with the servant question a greater problem than it ever was, even in New York.

Today one can find a handsomely furnished apartment of seven rooms or more in a fine modern building, with all improvements, at a cheaper rental than the place would have cost unfurnished before the war. But one would find also an elevator—of the automatic brand—that does not work, radiators with no heat, hot water pipes with no hot water, and a restriction on the very amount of gas and electricity consumed per month. And with positions at good wages in munitions factories open to every girl from sixteen years up, it is almost impossible to find house servants.

Small Apartments Dearer
Rentals for apartments of one, two, three, or even four rooms, on the other hand, have mounted steadily. They are in demand by well-to-do refugees, Belgians and those from the North of France who arrive in large batches daily. And as the battle for the redemption of Belgium and France proceeds and more ruined towns are reclaimed, more and more people pour into the metropolis. It is estimated by the police that Paris has a greater population today than it ever had—considerably over 3,000,000.

Small apartments which rented before the war 400 francs now fetch 600 francs or more, and better class places in Passy, Montparnasse, or near the Etoile, which could be leased for 600 to 800 francs yearly in 1914, now command 1,000 to 1,200 francs. It must be borne in mind that the rent does not comprise the entire cost of a Paris apartment. The taxes in one rooming for, say, 1,200 francs, will probably run to an extra 400 francs, beside which there is about 150 francs yearly tip to the concierge—a sort of housekeeper and glorified janitor rolled into one. Then there is the water rent and tax and the rent for gas and electric light fixtures and taxes, and other small items which would run the cost up over 2,000 francs.

Telephones were increased exactly 50 per cent a year ago. Today a line costs 600 francs yearly instead of 400—with unlimited calls—but the subscriber must pay for the instrument and pay for the wiring and other work done by the electrician who installs it. An extra sou—a cent—has been added to the costs of telephoning from pay stations, making the new rate 4 cents. The main thing about this increase is that it was announced simultaneously with the increase in telephone rental, and whereas heretofore no charge was ever made for the use of a telephone—although the official charge was supposed to be 2 sous—one must always pay nowadays.

Water rates have not been changed, although the companies piping water throughout Paris have demanded the right to do so. To French Courts, however, have restrained them, realizing that an increase would create a tremendous stir among the poor people. Gas for illuminating and cooking is also the same as before the war, but there is a limit on the amount that can be consumed per month. About 60 per cent of what was used in 1914 is allotted to householders today. The cost of electricity for illuminating purposes has been advanced about 15 per cent, and another 10 per cent increase is projected. To save electricity, few elevators are operated in Paris today, except in the higher class hotels.

Jump In Servants' Wages

Before the war competent servants were available at twenty to twenty-five francs a month. With munitions makers paying shell fillers eight to twelve francs a day, however, it is necessary to offer from one hundred to one hundred and fifty francs monthly, and then the amount of food a servant eats in a month is a big factor where prices for edibles are so high.

Bread is truly the staff of life of the French, and bread has not risen in price. One buys still the long loaf for five sous, or exactly one-fifth of it for one sou. But it is no longer the wonderful white "pain" for which France was noted; it is dark, rather sour and soggy, and is a day old before being sold. It is understood that

when the nation goes on bread cards this autumn and the amount allotted to each will be smaller, the bread will be whiter and better and served fresh.

Wine, next to bread, is essential at the French table, and here one finds a sharp advance in cost. Before the war a bottle of fair vin ordinaire, either red or white, could be bought for 60 centimes, or 12 cents. Today the same wine will cost at least one franc, probably 1.25 and possibly 1.50, and a deposit must be left on all bottles because there is a great shortage with bottle manufacturers working almost entirely for the army. And after one has paid five sous deposit on the bottle and return it he usually receives only three sous back, the wine merchant explaining there is a charge of two sous for rental of the bottle.

The better the wine the greater the increase in price, especially if it comes from Champagne or any other section in the zone of the armies where there are difficulties to the industry. Good dry champagne that cost 12 francs before the war now commands 18 or 20 francs, and the sweeter varieties are only a franc or so cheaper.

Meat Prices Doubled

Meat has doubled in nearly every case, and in the exceptions it has increased more than 100 per cent. Pork takes the lead, a small chop often costing as much as one franc fifty centimes, nearly 30 cents. Sliced ham and bacon are marked at prohibitive prices, but then few French people eat them. Veal and lamb are the favorite French meats, and they have both doubled in price. A roast of veal will cost from three to three and a half francs a kilo—two pounds and a quarter. Beef has soared like an airplane, costing four, five, and even six francs a kilo, and good quality is hard to find even at that fabulous sum. Horse meat, which is rarely eaten even in the poorer districts, has advanced twenty per cent to two francs and a half a kilo. The usual sausages, pates, and other concoctions made from meat fragments are double the old marks on an average.

Rabbits—always a French staple—have advanced fifty per cent, and chickens, ducks, geese, and turkeys are double. A three pound roasting chicken—broiling is unknown here—will cost fifteen to eighteen francs. Eggs, strictly fresh, cost 5 to 8 sous apiece, and since there is no cold storage in France the cheaper grades are likely to be strong and cost 4 or 5 sous each.

Fish has advanced in price and achieved a two-day-a-week popularity because on Mondays and Tuesdays no meat can be served in restaurants and all butcher shops are closed. There is only a limited amount of fish available for the Paris market, as fishing is restricted because of lack of boats and fishermen—who are mainly engaged in mine-sweeping and submarine, and lack of rolling stock to transport the catch to Paris. The same is true of oysters, the best fetching 3 francs a dozen in April when they went out of season.

Cheeses have advanced sharply due to the shortage of milk, and the wonderful "petit Suisse," which was 3 sous before the war, is 6 or 8 sous today. Brie, Camembert and other selected cheeses have doubled. Milk is up to 9, 10 and 11 sous a litre, but it is a heavier, creamier milk than one usually finds in New York dairies. Potatoes are sold by weight and have doubled and trebled in price, fetching 12 to 18 sous a kilo at this time, although when the bulk of the new crop is in it will probably be reduced. Beans in all their varieties vie with potatoes as the popular vegetable, and Solsons, green beans, string beans, white beans and lima beans are hard to get and have advanced 30 to 40 per cent. Fresh tomatoes can be purchased from hucksters on the street at 12 cents a pound, but usually cost a franc—20 cents—in shops. Artichokes can be bought for 10 or 15 centimes apiece, but usually range around a franc. Salad, which before the war was so cheap, is now an expensive article. Lettuce enough for two or three persons could be bought for a couple of sous in 1914; today it will cost 8 or 10 sous. Romanine is also very high. Green peas have not advanced as sharply as the other vegetables, but the demand is limited.

Fruits Reach Famine Figures

Fruits—always expensive luxuries in France because of the customs duties which must be paid when they are brought into cities—are mounting higher and higher, and although the usual big demand for preserving fell off because of the inability to get sugar to make jam, strawberries and raspberries never descended below twenty cents a basket and usually held around thirty cents and raspberries kept at the same proportionate level. Apples are always high and do not meet with a great demand, most of the crop going to make Calvados whiskey and cider. Pears are exorbitant and peaches, especially the

few available freestones, command never less than ten cents each.

The grape season is just coming in and naturally the fruit is marked very high. It is expected that last year's levels will be at least maintained. Melon is one of the delicacies of this time of year in Paris and a fair sized one fetches three to four francs on a peddler's cart. In the shops they run to six and eight francs.

Cheap and medium price clothing for both men and women has advanced steadily in price during the last three years, with shoes showing the most pronounced increase, due to the leather shortage because of the army's demands. Ordinary high shoes for men which cost 22 francs before the war are now marked at 38 and 38 francs. Better grades which were 30 francs three years ago are 50 today, and the best shoes, which stood at 45 to 50 francs then, are now priced at from 90 to 125 francs. Before the war one could have boots and shoes made to order at 80 to 75 francs. Now scarcely a bootmaker will take an order at less than 110 francs. The high army boot, for the trenches waterproofed and reaching to just below the knee, costs from 175 to 250 francs, according to the quality of the leather. Puttees are as high as 100 francs a pair.

Women's shoes too have advanced as sharply. Satin slippers which sold in 1915 at 6 francs a pair are 15 francs today, and the ugly round-toed ties which Parisiennes find so attractive begins at 70 francs instead of 30, as before the war. The high boots in vogue last winter with the short skirts usually cost at least 100 francs, and some were listed at 180. Gray buckskin pumps with ribbons wound about the ankles are the latest in footgear this summer, and they cost from 90 francs up, although the vamp and sides are so low there is scarcely any leather in them.

Good socks and stockings are almost impossible to find in Paris today. For several years the best have been American goods, and since it has been impossible to import any more, Italian, English and domestic stocks have taken their place. Silk stockings so filmy one can see through them plainly and so delicate they break almost at the first wearing, cost from 15 francs a pair up. Cotton stockings can be bought for 6 francs with the heavier grades marked as low as 3½ francs. Poor quality silk socks which could be bought in New York before the war for 25 cents cost 3 francs here. Lisle are almost as expensive and cotton are 3 or 4 francs a pair at the cheapest.

Children Wearing Puttees

Stockings for children are almost unknown now, as since the war mothers have been taking old pairs of husband's or father's or brother's spiral-wound cloth puttees, cutting them in halves and making puttees for the children—girls as well as boys. Consequently one sees nearly all children wearing regulation army puttees. They never get holes at the knees and can be washed and represent a great saving, besides pleasing the youngsters immensely.

Couturiers of the Rue de la Paix of worldwide reputation have not advanced prices much for robes, dresses and tailored suits. There has been a certain increase, but even before the war these "creations" were listed so high that the artists who sell them lack the nerve to boost the price higher.

Silk underwear, night gowns and boudoir robes have advanced sharply, as before the war these articles could be bought in Paris much cheaper than in New York. Today, owing to the increased wages paid to the girls who do the handwork, and because of the advanced quotation for raw silk, prices are up a third.

Women's tailored suits are also up, and it is a pretty poor garment that can be bought for less than 200 francs ready made. The increased price for wool is given as the reason for this sharp advance, although the

(Continued on Page 14)

The American-Oriental Banking Corporation

Incorporated under American Charter July 9th, 1917

Raven Trust Building

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We have for sale in amounts of G.\$10 or more Preference Shares paying interest at 7% per annum.

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We have for sale in amounts of Tls. 100.00 or more Debentures paying interest at 7%.

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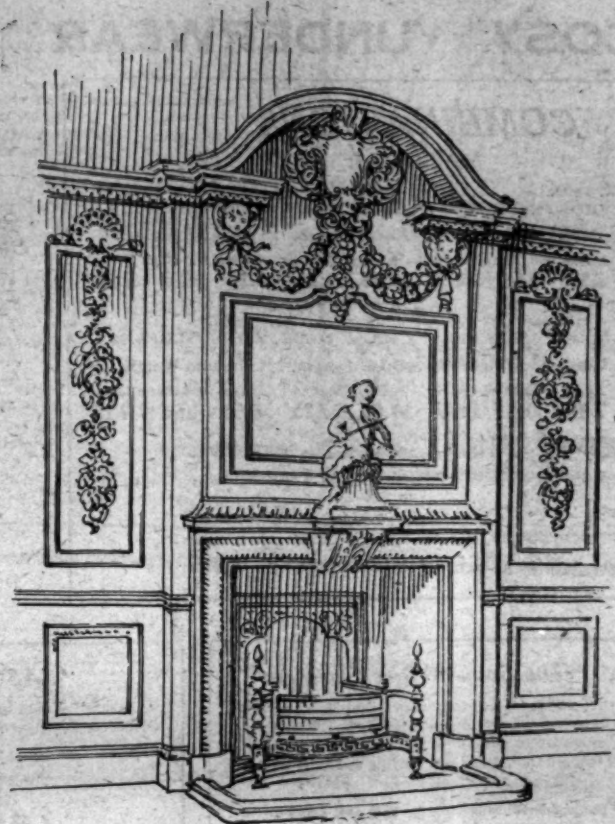
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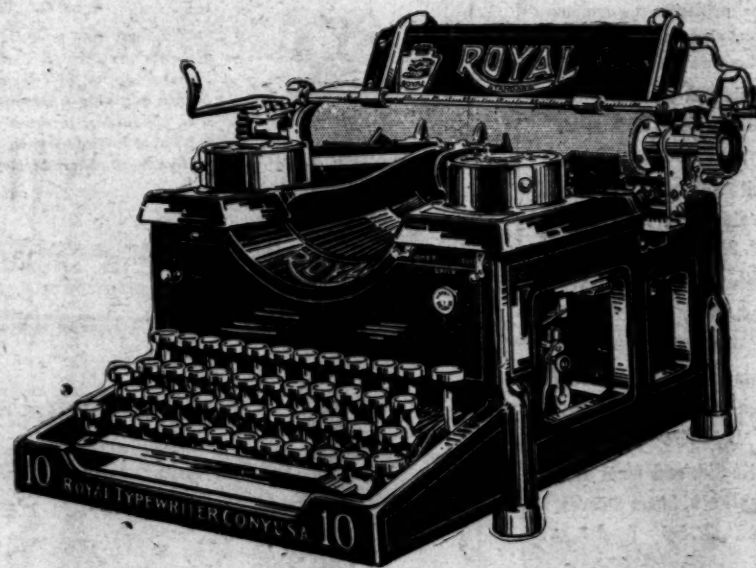
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Tel. 2284

The War Fair

In Aid Of The Veterans' Club And The British Women's Work Association

By Cosmos

THE name, and the excellent organizations for which this Fair is to be held, speak for themselves.

The Veterans' Club was instituted, originally, in order that Army and Navy men should have a central meeting place and their interests be considered and their return to civil life made easy after leaving the Services. Now the Club is open as well to all British soldiers and sailors on active service, and is of immense help to those coming from distant parts of the world.

"When the war is over" said a member of the Veterans' Club now at the front "there will be more need than ever for an institution such as the Veterans' Club, for there must be thousands who will require assistance in getting a start in life with somewhere to go in the meantime, and a place for meeting and recreation afterwards, and it is to be hoped that the country will realize this and do something in the matter."

The British Women's Work Association is too well known all over China to need explaining. Suffice to say that hundreds of garments and bandages are sent home every month to hospitals and to men at the front. To do this about 1400 a month is required and the Association relies on the generosity of Shanghai men and women to enable them to continue to work at full strength now that winter is on us and more garments than ever are needed.

The Fair will be held at the Town Hall on Friday and Saturday the 26th and 27th instant, and numbers of attractive stalls and side shows have been arranged by many of our leading residents.

Special attention is called to the fact that no one will be importuned to buy. Thus, men and women, purely adamant, may rove at leisure through all the wonders hereinafter described and return home unscathed. But it is doubtful whether the stoniest-hearted will not feel his strength ebbing by the time he reaches the Cabaret. And at this entertainment such amusing, alluring and altogether charming "turns" are promised, while the inner man is being satisfied, that it is calculated nothing human will be able to withstand its overwhelming attractions.

Another important point on which stress must be laid is the stationing of a Municipal Inspector at the entrance of the Town Hall during the preparations, for the Fair who will admit those coolies only who are healthy-looking and clean. These will be given badges and no others will be allowed inside.

There will be charming things for sale at the stalls—Manila embroidery, pottery, woollen garments and toys and candy, not to speak of the latest things in Kewpie with top-knots.

To visitors interested in Chinese curios, an excellent opportunity will present itself as good pieces have been collected by reliable people in Peking and elsewhere.

Children will find endless pleasure in the live animals: big ones and little, furry, feathery things with cages in all colors of the rainbow to put them in—and for the wild ones out of doors, dear little wooden houses with a front door and window! Good-natured Aunt Sally will be there, complacently smiling under the violent fusillade which she has learned to accept as her lot in life—war or no war; and little Miss Muffet, too, dying of fright at the spider, who, if I remember rightly, insisted "in a manner unbecoming an officer and a gentleman" on sitting beside her.

A Shooting Gallery will tempt the man with a straight eye—which asset will also be found useful in the Golf Competition. Punch and Judy always has its devoted adherents and the Fish Pond and Chutes suggest surprises of different kinds.

The War Souvenir and Poster Galleries call for more serious thought, the latter being really unique, only for official collections having been made—for the War Office archives, the British Museum, Melbourne and Toronto—before the plates were destroyed in March last.

Palms and Fortunes by Cards will be dealt in by experts who prefer to remain incognito, and raffles will be held at a stall set apart for that purpose.

With Sir Everard Fraser, K. C. M. G. as Patron, and some of our oldest

residents—Lady de Sausmarez, Mrs. Brand, Mrs. Bremner, Mrs. Jenner, Mrs. Hogg, Mrs. Holliday, Mrs. Ivy, Mrs. Lavers, Mrs. Merriman, Mrs. Prentice, Mrs. Wade, Mrs. Wingrove and Mrs. Wrightson as Patronesses, and an Executive committee consisting of Mrs. Hickling, Mrs. Hilton-Johnson, Mrs. Isenman, Mrs. Mackay, Mrs. McMichael, and Mrs. Phillips, with Mrs. Hanbury as Hon. Secretary and Mr. K. D. Stewart as Hon. Treasurer, it will be seen that the causes for which the Fair is to be held are thoroughly appreciated by the whole British community more especially as it is intended, with the proceeds of the Fair, to send a request home that rooms may be dedicated to Officers, N. C. O's and men from Shanghai who have fallen in the war.

Stalls And Side Shows

Cabaret under the management of Mrs. Mc Michael, Mrs. Isenman and Mr. de Luca.
Zoological Stall, Mrs. Rowland Wade.
Wool Stall, Mrs. Brand.
Toy Stall, Mrs. Marsh.
Pottery Stall, Mrs. Maitland.
Nursery Pottery, Mrs. Liddell & Mrs. Peterson.
Raffle Stall, Mr. and Mrs. W. S. Jackson.
Manila Stall, Mrs. Girardet.
Kewpie Stall, Mrs. Stokes.
Poster Gallery, Mr. Blanco.
War Souvenirs, Mr. de Perindorge.
Shooting Gallery, Mr. Pearson.
Temple of Revelations, Selin, Zoraida and Mona.
Golf Competition, Mr. Barrett.
Fish Pond, Mrs. Prentice and Mrs. Crighton.
Chutes, Mrs. Hays.
Little Miss Muffet, Mrs. Craddock.
Aunt Sally, Mrs. Gulland.
Candy Witch, Mrs. Richard.

WORRY IS A DISEASE.

The disorder which causes its victims to worry, whether they have anything to worry about or not, is neurasthenia.

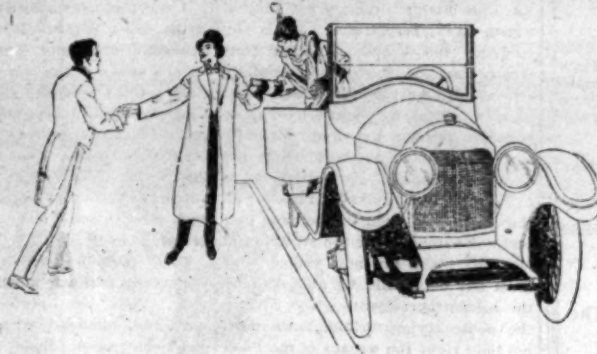
Neurasthenia is entirely distinct from hysteria, although the patient may have both diseases at the same time.

Neurasthenia often results from some nervous shock, such as the loss of a near relative, business reverses, or some severe over-strain on the nervous system. The patient is usually pale, showing that the blood is thin, and the first thing to do is to build up the blood, because anything that builds up the general health helps to correct the neurasthenic condition. Rest and a good tonic is the very best treatment in most cases.

Dr. Williams' pink pills are an ideal tonic for this condition, because they contain no alcohol or harmful drugs, and neurasthenic patients should avoid alcoholic stimulants.

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DEATHS

CALDAS: Died, at the General Hospital, Shanghai, at 3.55 p.m. on October 19, 1917, Analia Ingracia, beloved wife of Augusto Francisco das Caldas, aged 35. The funeral will be held at the Palsenjaio Cemetery, the cortege leaving the General Hospital at 2.30 p.m. and the Church of the Sacred Heart of Jesus, Nanjing Road, at 3 o'clock. Friends are invited to attend.
Hongkong and Macao papers please copy. 15572-O-21.

When Women Fight

Dr. Graeme M. Hammond Discusses 'The Female Of The Species,' Her Warlike Qualities And Limitations

By George MacAdam
(New York Times)

WOMEN make good soldiers? Why not? Women are a great deal more combative than men. If you don't believe me, ask any married man. A fighting woman is by long odds fiercer than a fighting man. If women had the physical strength and could be disciplined—(make a note of that) and could be disciplined—they would dominate the earth.

This expression of opinion, so identical with that famous line, "the female of the species is more deadly than the male," sounds like the beginning of an interview with Rudyard Kipling. But it isn't.

The man who made the statement is a man who ought to know, for he not only belongs to but has acquired eminence in a profession that comes peculiarly in contact with the inner and usually hidden side of human relations. Dr. Hammond is the man, Dr. Graeme M. Hammond, the famous neurologist.

A word or two of introduction for the benefit of those who don't know who's who in the neurological world: Dr. Hammond is professor of nervous and mental diseases in the New York Post-Graduate Medical School; he was for one term President and for twenty-five years has been Secretary and Treasurer of the American Neurological Association; he is a member of the American Medical Psychological Association, the New York Psychiatric Society, the New York Neurological Society, and the American Medical Association.

Dr. Hammond has made a specialty of the study of nervous and mental diseases, devoting himself principally to medico-legal work, and is recognised as one of the leading authorities in America on insanity cases. He has recently been appointed a Major in the United States Army, his work at the present time being chiefly directed to a weeding out of volunteers and conscripts who have a deficient mental or nervous equipment for the strenuous life of the soldier.

Also, a few words must be said of Dr. Hammond's athletic career, for in the interview which follows the doctor gives some strong views in regard to the deteriorating effect of the physical life now led by many women, particularly American women, and of the beneficial effects that he believes would accrue to physical womanhood "if women were forced to enjoy the rigorous training entailed by life in a fighting army."

For almost forty years now Dr. Hammond has been a successful competitor in various branches of sport. He has won championships in running, jumping, bicycling, rowing, and fencing. He virtually retired from active competition in his favorite sport, fencing, after the Olympic games in Stockholm in 1912, when, at the age of 54 he was a member of the American team.

For many years he has been preaching that in athletic work and training lies the real secret of health. He has insistently prescribed more attention to physical development as a prevention and cure for most of our ailments. Regarding women as prospective soldiers, he believes that military training would eradicate many of their ailments, even those that peculiarly afflict the sex. He believes that we have mollycoddled women too much. He doesn't believe in mollycoddling any one. Part of his Spartan prescription for himself, at almost the end of his third score of years, is a mile run daily. Golf he looks upon as "purely an old man's game," adding, "Some day, when I am 80 years or so, I expect to have a very enjoyable time on the links."

If Dr. Hammond is really the product of his own theories, then he is a most eloquent argument against mollycoddling. Standing something

over six feet tall, broad shouldered, deep chested, lithe waisted, straight and springy as a hickory sapling—at 59 he is the picture of masculine mental and physical maturity.

This is the man to whom I went for light and leading when the daily news dispatches from Petrograd seemed to give verification to the remarkable tale of the organization and participation in battle of a regiment of Russian women—the first regiment of the kind in the history of civilisation.

"Is the women's regiment simply a super-advertising device of the Russian patriots who hope to stir through the sense of shame the slacking martial spirit of the men? Or has the woman soldier really arrived? Is she a new element of topsy-turvydom in a world that during the last year or so has been turned topsy-turvy in so many ways?" That was the three-barreled question that I shot at Dr. Hammond.

The doctor deployed; even gave signs of retreating to cover. "Women—h-u-m-m—dangerous subject—h-u-m-m—very dangerous subject. Woman question—dangerous, very dangerous subject—man's a fool to monkey with it."

Each dash in the foregoing paragraph represents a meditative rubbing of the brow. Then the doctor plunged:

"Women make good soldiers? Why not?"

"The first qualification of a soldier is his fighting ability, and women belong to the real fighting sex."

"The average man likes to get along with his fellow-man, and much prefers peace to war, and won't fight unless there is really something to fight over."

"Women do not enjoy peace as men do. There is a streak, the exact breadth of which optimists and pessimists may quarrel over—but there is undeniably a streak of innate disputatiousness in women. They are a great deal more combative than men. If you don't believe me, ask any married man. Who is it, the husband or the wife, who usually first cries quits when the family jar occurs? Which is it that doesn't mind using the public streets as tourney fields in which to decide the family championship? And which is it that glories in the public display of prowess and which is it slinks away or willingly makes craven peace? A shamefaced fighter is not a fighter who fights for the sake of fighting."

"But if women are to be taken into our armies," I asked, "to kill and be killed by men, what is to become of our ideals, of our chivalry, and of all that has grown out of them?"

"Women are here on earth, and we might just as well accept them as they are. There is nothing to be gained and much to be lost by looking at them through moonbeams. Let's get them out in the noonday sun."

"In times of riot, in times when mob frenzy takes possession of a people, it is always the women who show themselves the fiercer fighting animal, the primitive passion of blind blood lust is stronger upon them, and where men will only use gun or knife or club, women will readily descend to the use of the primal weapons—tooth and claw."

"Women commit murders, sometimes the most brutal murders. Every now and then the public is shocked when the newspapers recount how some woman of gentle birth, gentle surroundings, and apparently gentle habits, has suddenly yielded to the fever of murder. The tiger is in every woman; it's only a question of what's going to bring it out."

"And so I say that morally it will do women no harm to fight for

(Continued on Page 11)

Bohemia—The Submerged Front

By Stephen Bonsal
(North American Review)

When in 1908 Austria-Hungary made a scrap of paper out of the Treaty of Berlin and annexed Bosnia-Herzegovina against the protest of its inhabitants the great initial wrong was perpetrated. It is by studying the brutal situation thus created that we uncover the immediate sources of the great conflict and, what is more helpful, we acquire light as to possible settlements and certainly some guidance as to those which are clearly impossible. No settlement is to be thought of unless it removes all the causes and even the possible pretexts of a renewal of the struggle, at least all which are now visible. We must not only build up and energize the solemn agreements which covered the neutrality of Belgium, we must not only right the wrongs of the Poles and of the Irish, and the never-to-be-minimized wrongs of the Alsaitians, but we must do justice to the Bohemians, who have fought and died for their rights without ceasing and without unseemly parley or compromise ever since the day now nearly three hundred years ago, when they were cheated out of them.

How serious is the danger and how near to the main question comes this lightly regarded side-issue involving the future of Bohemia, is clearly demonstrated today by the fact that the only settlement of the Great War which now suggests itself as at all possible in Berlin and Vienna (and here at least not very enthusiastically) is the contriving of a Middle European Confederation with hegemony in Berlin, and founded upon the continued political and economic subjection of twelve million men who have fought as valiantly and whose rights and charters, long trodden underfoot, are as beyond question as those of any of the other oppressed nationalities, with the details of whose fate, however, we of the western world are more familiar.

The lands of the ancient Bohemian crown occupy the northwest corner of Austria. Bohemia proper is over twenty thousand square miles in extent, with 7,000,000 inhabitants. To the east lies the Margravate of Moravia, with 8,500 square miles, and with about two and a half million inhabitants. Adjoining lies the duchy of Silesia, 2,000 square miles in extent, and a million inhabitants, overwhelmingly Bohemian in blood, tradition, language and aspirations. It is not a new thing that this harassed people should stand in the way of German expansion to the east, as they are doing today. For more than a thousand years their lands have been a bone of contention between Slav and Teuton. Since early in the fifth century, when the Bohemian kingdom was most probably established, hardly a generation has passed but that their national existence has been endangered and their homes given over to fire and sword at the hands of the German invaders. At the end of the Thirty Years' War, Bohemia was spoken of as a well-nigh uninhabited wilderness, and its revival from this low ebb to their present position of power is an indication of the vitality of a noble race.

It was in 1526 that the Czechs made their never-sufficiently-to-be-deplored blunder of electing the reigning Hapsburg of the day to be king of Bohemia. In 1618 the people revolted, but two years later, meeting with a decisive defeat at the battle on the White Mountain, they lost their independence. Since then, Bohemia has been governed as a conquered province and the authorities in Vienna have made but little concealment of their purpose to root out the Bohemian language and to settle the country with German colonies wherever possible.

In the very early days of the reign of Francis Joseph the Czechs of the crownlands formulated their demands, of which they had not abated one jot through nearly three hundred years of persecution; they insisted not only upon their right to live as free individuals, but as a free people. Unfortunately, the young emperor decided that they must become Germans. This unsolved question, and one that is insoluble except in the right way, has been a thorn in the side of the Austrian Emperor ever since. The Bohemians have always been opposed to the Triple Alliance and to those close, almost vassal-like relations with Germany, which the Austrian-Germans and the Magyars for obviously selfish reasons favored. Nowhere was the full significance of the great war more promptly appreciated than it was in Prague. Here the people knew it meant an attempt to enforce German supremacy in Europe if not in the whole world, and they also appreciated the full danger even of German failure if it brought about the compromise, which is now being subtly advanced, of a Middle European Empire, which meant for the Bohemians the loss of the little freedom they then enjoyed.

The destruction of Bohemian independence after the battle of the White Mountain was an illegal act never acquiesced in and simply carried out by the overwhelming weight of numbers. And so naturally enough today, the Bohemians are basing their demands for self-government and independence not merely upon the abstract right of all men to these precious things, but upon laws and covenants which have never been repealed or abrogated by their consent. Under the Austrian constitution of later years all nationalities were declared equal before

the law and the throne. But this provision meant little, and by the Ausgleich of 1867, by which the Germans and the Magyars secured absolute dual control, it came to mean nothing at all.

A very few days before the outbreak of the Great War the last measure of Bohemian autonomy was destroyed. By one sweep of the pen the Emperor dissolved the so-called Council of the Kingdom, and subsequently an Imperial commission was created to govern Bohemia. The members of this body, called upon to exercise autocratic powers, were aliens and outsiders in spirit or by heredity and generally in both.

One feels drawn towards the Bohemians for their idealistic point of view. They are perfectly familiar with the economic wrongs and the exactions which their country has suffered at the hands of the Austrians, but always subordinate these injuries to the threatened loss of the language and the nationality which they hold so dear. Again, one is struck by the enthusiastic loyalty of all Bohemians in this country to America and to American ideals. There are more than sixty Bohemian newspapers published among us, and for years past each one of them has carried in every issue a call upon all their readers to secure American citizenship as quickly as possible, and this they have done almost without exception.

It is of course, the question of language and of nationality upon which the Bohemians and the Slovaks, be it said to their credit, will admit of no compromise. How often I have heard them say in their meetings, both here and in their native land: "Yes, we have put up for centuries with unfair taxation which has taken away our lands and robbed us of our goods. We have given up our sons to fill their armies because we had no arms with which to resist and because we were always promised that they would not be used in a war or in a cause in which we did not believe. But our language, the words that we learned in childhood, which we drank in with our mothers' milk, which binds us for time and eternity to all we cherish and prize; no, you shall not take our language away; you shall not choke the expression of our souls."

At the outbreak of the war Bohemians were paying more than four hundred million crowns annually in taxes to Austria. The imposition of the war taxes has, of course, increased this tribute very largely. All, or very nearly all, this money is staying in Vienna and is used, in so far as it is used at all for purposes that can be named and recorded, to develop the Austrian Alpine lands which are largely unproductive. And in the meantime the clearest and most elementary needs of Bohemia are ignored or neglected. If they wish to have anything done, the unfortunate Bohemians need must go down into their pockets and pay for the desired improvement with personal contributions. And still, in spite of all this unfair treatment, the Bohemians stand at the head of all the Austrian nationalities in the matter of education. Less than four per cent of their people are illiterate, while among the Magyars, who dominate the situation, and help to misrule them, the ratio of illiteracy reaches nearly forty per cent.

It is impossible to estimate even roughly the millions of crowns that this unfortunate people have been compelled to spend every year in private schools, by means of which they have sought and have succeeded in preserving their Bohemian children from Germanisation.

I spent a week in Bohemia in 1915, and I think I came away from there with my saddest memories of the great catastrophe. Here indeed lies prostrate in stark misery a mourning nation. Her sons are scattered or dead, their leaders are in prison or in exile; her daughters mourn by the side of the freshly-turned graves. In Prague still stands the Hradcany, but here today it houses the Magyar soldiers, and the great battlements which more than once proved the bulwark of Bohemian liberties, listen to the strange, unintelligible words that fall from the lips of the foreign soldiery. It seemed to me that the Hapsburgs do not trust even the Magyars overmuch. At guard-mount on this historic site every day at noon a thousand men would turn out but, not one in ten carried a rifle. Are they short of rifles or is it found that here, too, the Slovak spirit has crept in? To this and many other inquiries are found only but satisfying replies. Prague is a mourning city and a whispering gallery of most uncertain and intangible rumor.

The draft goes on automatically as ever in Bohemia, resulting here and there in blood-curdling massacres of unarmed men, women and children. It requires the presence here on the submerged front of such a large body of alien troops who, now that the pinch of the wasting war is being felt, could be utilised to such advantage in other quarters, that the Statthalter is reported to have expressed the opinion to Vienna that the draft gain was not worth the cost, especially in view of the fact that every recruit deserts to the enemy and joins his true colors on the Russian front whenever the bare possibility of doing so is presented. The whole land is garrisoned by Magyar and German soldiers and, latterly, detachments of the Landwehr

from Prussia have been brought in to garrison practically all the Bohemian cities and towns. These men, together with the Magyars, as much by petty persecutions as by their cold-blooded murders have made themselves particularly obnoxious to the unarmed population; but as all men capable of bearing arms between the ages of eighteen and fifty-five are drafted to the front, there would seem at the present moment little chance of, and no utility at all in, an uprising.

Dr. Kramarz, of the Austrian Parliament, the well-known historian and publicist, is still in jail at hard labor, his death sentence—on charges which were never made known to him—self or to the world—having been commuted to fifteen years' imprisonment.

Because news of the illegality of his trial excited deep and widespread indignation, the Austrian authorities have latterly favored drumhead court-martials, which leave no substantial record upon which an appeal to civilisation and humanity can be based. Indeed, since the Kramarz case there has been only one large trial for treason. In this, six Bohemian bank managers are in jail undergoing preliminary investigation. They are charged with treason on the ground that they discouraged subscriptions to the war loans. Dr. Soukup, the most prominent Socialist deputy from Bohemia, has also been arrested, charged with treason. But as there was not a title of evidence against him, he was drafted into the army and sent to the front. This, it may be said without exaggeration, has been the fate, regardless of their age or of their physical infirmities, of all the leading men in what the Austrians regard as the disaffected districts. In this way thousands have been killed at the front who never would have been sent there had it not been planned to put them out of the way in this expeditious and economical manner. But their spirit goes marching on. The severest penalties are being exacted of men who are charged with having surrendered to the Russians, whatever the circumstances attending the surrender may have been. Decrees of confiscation against the property of these men have been entered and their families, deprived of all means of livelihood, are turned out in the streets to beg. A great number of the minor political prisoners are reported from time to time in the German papers as having ended their own lives in prison. There is only too much reason to believe, from information that leaks through the news barriers, that these men died of hunger and of other forms of ill-treatment.

It is difficult to keep track of the scattered Bohemian military units, as the Austrian authorities throw into prison and confiscate all the property and the lands of the families involved, to the most remote degree of kinship. These men are fighting and dying anonymously in so far as this is possible. With the Russian army the Bohemian contingent is represented by at least two full divisions amounting to something over forty thousand men. These figures are at least four months old and there are undoubtedly now many more Bohemians in the army of the Russian Republic, as, whether from mere stupidity or with design, the old autocratic regime placed many obstacles in the way of the Bohemian recruit.

In the reconstituted Serbian army there are a very large number of Bohemians, many of them reserve officers who have been placed in command of the decimated Serbian detachments. In the Serbian division that fought with the Russian army in Bessarabia it is of record that there were nearly two hundred Bohemian officers and about three thousand privates. In France the Bohemians form several battalions of the French Foreign Legion, and with these dare-devils they have carried the Bohemian lion-flag well to the front. There are many Bohemian volunteers with the Allies in Macedonia and several of the Canadian battalions, notably the 22nd and the 25th, are filled with them. These volunteers came largely from the United States, as there are few Bohemians in Canada, and the fact that they are permitted to carry along with the British colors the white and red flag of Bohemia has exerted a tremendous influence upon enlistments. As they sailed for their unknown destination, but surely "somewhere in France," large committees of their fellow citizens from Illinois and Iowa saw them off and received their solemn promise to carry the Bohemian flag in all honor until they planted it upon the topmost peak of the Hradcany Castle in Prague.

Since our entrance into the war Bohemians and the Slovaks have gone very intelligently and industriously to work to furnish the United States military forces with as large a quota of men as possible, without awaiting the operation of the selective draft. Even a civilian can understand the inconveniences and the paper-work difficulties which would result from a compliance with the very natural requests of the Bohemians to serve and fight shoulder to shoulder as a distinctive unit. Perhaps a way will yet be found to gratify them and to give a still greater impetus to their recruiting, as the capacity to fashion special weapons to secure special ends is always the forerunner of success in

peace or in war. Even under the present system enthusiastic recruits are coming in. From Chicago quite recently four hundred and fifty Americans of Bohemian antecedents were transferred to Jefferson Barracks in a

body. In these circumstances Captain Kenney, U. S. A., to whose intelligent efforts is due in no small measure the high recruiting record of Illinois, has been able to write as

(Continued on Page 12)

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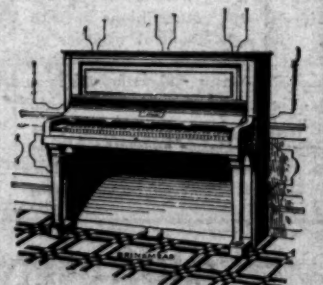
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When Women Fight

(Continued from Page 10)

country, to fight under the noble stimulus of patriotism."

"Then you think, doctor, that a woman can stick a bayonet into a man, and afterward return to her home and be as good and sweet and gentle a mother as she was or would have been before?"

"Why not? All women in their hearts have stuck men with bayonets."

"You mean that all Frenchwomen, for instance, have stuck bayonets into German men, and vice versa?"

"No, no; I mean in ordinary, everyday life. All women in their hearts have stuck men with bayonets. The actual fact of doing or not doing it doesn't make much difference in its psychic effect."

There was a little pause, and then the doctor continued:

"Of course, each one of us knows that there are some few women who cannot be improved upon." Another pause. "But, to my way of thinking, the great majority of women can be improved in many ways."

From a man who only a moment or two before had said that we might as well accept women as they are, this was interesting. I asked for specifications.

"The great mass of women lead unwholesome lives. They don't get enough exercise. It was the physical culturist talking, the man who at 59 runs his mile a day. 'Women don't take care of themselves in regard to changes of weather. They don't get proper food. They overeat. And nowadays more and more of them overdrink and overwork.'"

"Some one has said that the way to a man's heart is through his stomach. But this is much more true of women. The box of candy has become one of the most acceptable strategies of courtship."

"Take any of our big restaurants; who fill them? They are crowded with women at the lunch hour. Crowded with the same sex at 4 p.m. for tea, or some stronger drink, and sweetmeats. At the dinner hour and again after the theater the restaurants are crowded again. There are now men with the women; but compare what is eaten in these places of mixed patronage with what is eaten in places exclusively patronized by men, and you'll find proof of my contention that it is the women who overeat, and overeat heavy, undigestible food."

"This overindulgence, I believe, is one of the grave evils of the day, at

any rate here in America. It's bad for the present generation, and bad for the coming generation."

"If women were forced to enjoy the rigorous training entailed by life in a fighting army, this overindulgence would of course be summarily stopped. And at the same time they would be getting regular, outdoor exercise. Nothing could be better for them, both as individuals and as mothers."

"We mollycoddle our women too much. We have let them live too long in a steam-heated atmosphere. Regular military life would do for the sex what a cold plunge does for the individual. It would freshen women up physically and morally."

"But aren't there certain functional differences peculiar to women?" I asked, "functional differences which experienced physicians and biologists make much of, that would prevent women from really being efficient soldiers? Wouldn't exposure to the inclemencies of the weather and the continued strain of a hard campaign work serious harm to the women and their maternal functions?"

"I believe that much of that brand of ailment with women is pure hysteria. Women know this and that is why they never let the alleged aberrations due to these functions influence their judgment of the actions of other women. This is what every woman knows, and what she keeps as a strategic sex secret."

"Of course there are women who suffer severely from these peculiar functions. This is inevitable when we consider their unwise eating, their lack of proper exercise, their stupid slavery to harmful fashions, their artificial life in general. And the suffering of these women would undoubtedly be gravely aggravated by exposure to the hardships of a campaign."

"Many of these physical defects would undoubtedly perish. But if we are going to blot out the individual equation and judge this question from the standpoint of the race—which is the only way this great world war and all other great world movements can be judged—will their perishing be regrettable?"

"Before this great conflict began the civilized world seemed rapidly drifting toward neuroticism. If the physically defective women perish because of military hardship, and the fit who survive are made more fit because of the benefits of military training, won't we be a long way toward the establishment of a

better race after the smoke of conflict lifts and the world is once more at peace?"

"Some may object that I am putting undue emphasis upon the physical. But these objectors must remember that mental and moral man gets his strength and efficiency only from the physical man. A sick race, just as a sick man, is the one that goes to the wall. Nature has no use for sickness. And remember that the greatest struggle for existence that the world has ever seen is going to begin when Verdun has passed into history."

"But aren't there certain anatomical differences," I objected, "which would count against a woman's military efficiency?"

"Her collarbone is longer, and she, therefore, has greater endurance than a man in carrying a baby, and would have less accuracy in throwing a hand grenade. Her pelvic bones are wider and her thighs shorter than a man's. And she is, therefore, handicapped in running."

"I think it was Talleyrand who said that a woman and a cow should never attempt to run—that they only succeed in waddling. I also think it was the King of Dahomey who had a regiment of Amazons. I'm sure that if one of these African ladies was after me, with blood in her eye and an assegai in her hand, I would get the impression that her waddle was no handicap to her efficiency in running."

"If women could acquire the physical strength and could be disciplined—(make a note of that) and could be disciplined—they would dominate the earth. I believe that it would be easier for them to acquire the necessary strength than for them to subject themselves to the necessary discipline."

"At present there is no question that woman represents the undisciplined sex. This is particularly so in this country. Women here have been allowed too much ease and luxury and pleasure, without any of the sobering responsibility that goes with world making."

"Don't you, Doctor, consider the task of child bearing and raising as great and sobering a responsibility as any borne by the average male?" "I certainly do. Aside from the contribution to the State, it is the best thing that a woman can do for her own well-being, both moral and physical. A woman is not fully a woman until she has borne a child. But child bearing is going out of fashion, especially here in America. And it is with an acceptance of this condition that I speak."

"In Europe, particularly in Russia, the women are dominated by the men, and are in consequence more under the sway of discipline. Yes, there is disquieting evidence that the more freedom and strength women get, the more undisciplined they become. Where women have acquired economic strength, financial independence, there is undoubtedly a disposition to break away from the discipline of the established deencies."

"It may be that women are innately anarchistic, and that they must be held in leash by economic dependence, and possess a physical strength less than that of the dominant male, but I would like to see the experiment made of subjecting them to the iron discipline of military life."

"Of course, there could be no segregation of regiments according to sex. Women, if they are to be of any real use to their country as soldiers, and if they are to get any real benefit themselves from the training, would have to play their part shoulder to shoulder with the men. I have no doubt that this would result in colossal license for a time, but I also have no doubt that the problem would work out its own solution."

"I have faith in the enduring morality of the world. All change means disruption and chaos for a time; and then the true equilibrium is found. I, for one, would be perfectly willing to put the world's morality to the test—crucial, I admit—of sending out mixed regiments of men and women."

War Time Wallops

The American public labors six days and on the seventh wears itself out riding around in automobiles.—New York Evening Sun.

Maybe the real reason of the Russian disorders is that Russians have to call one another such terrible names.—New York Morning Telegraph.

Camouflage is an ancient art. We used to achieve it with a big geography when we wanted to read "Peck's Bad Boy" in school.—Kansas City Star.

Perhaps in time the people of the United States will be officially exhorted to exercise in eating the same common sense nine-tenths of them

have always exercised.—New York World.

America only entered the war to deprive Germany of victory.—Frankfurter Zeitung. It is a delight to quote from a German newspaper an exact statement of fact.—Syracuse Post-Standard.

The Louisville shap who, when drafted, threw out his chest and cried to the crowd: "God help the Germans; they have drawn me!" gave the best key-note to the country.—Memphis Commercial Appeal.

Since at the very outset the Premier of France has shown Michaels to be a liar and a Russian minister shows he is a falsifier, it becomes evident that Michaels in the sort of chancellor the Kaiser and the Crown Prince have been looking for all these years.—Kansas City Star.

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Talks to Mothers

No. 1

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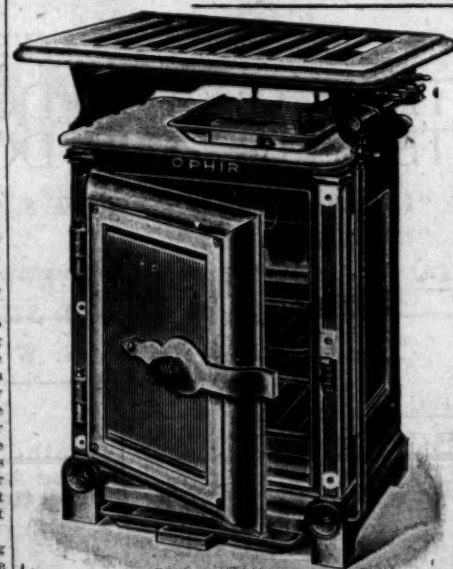
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Shanghai Baptist College Notes

Dr. Henry Huisinga, who arrived in Shanghai last week, has begun his work as the head of the mathematics department last week. Dr. Huisinga has been at Ongol, Burma, as Principal of the high school there for a number of years. He is a specialist in mathematics, having taken his Ph. D. degree in that field.

One of the members of the college faculty recently received a letter from Lieutenant Edward Evans of the British army. Lieutenant Evans was formerly in the mathematics and physics departments of the college but he left Shanghai last June to go to the front with the labor battalions. In his letter Lieutenant Evans states that he is in good health and is enjoying his work very much.

The Varsity baseball team plays the last game of its season against the Faculty team. In the last encounter of this kind the Faculty came out victorious so that the boys are out for revenge this time.

The football squad is out every day for strenuous practice under the direction of the Coach, Professor Kestelover. The addition of several good players from Yates Academy in Soochow and Wayland Academy in Hangchow has made the prospects of a good football team very bright. The season opens next Saturday with a match against the American School boys.

In connection with the regular military drill the students had their first experience with a fire drill. First, while they were still standing in company formation, they were told that they should do when the fire bell rang. Then they were sent to their rooms and the bell was rung. On the whole they did very well and came out of the buildings in orderly fashion. The greatest trouble was with the men who had to come down the fire-escapes. It was a new experience for most of them and they didn't break any records getting down. The next time the drill is tried a stop-watch will be held of the whole performance.

The track team has been out for fall practice under the direction of the coach, Professor Kulp. A promising lot of material is reporting daily.

The first number of the college paper "Voice" will make its appearance at the beginning of next week. There are now six schools engaged in getting this paper out. They are the Shanghai Baptist College, Yates Academy, Wayland Academy, Ningpo Baptist Academy, Shaoxing Baptist Middle School and Ming Jang School.

ISOLATE PARALYSIS GERM.

Philadelphia Scientists Confirm Rockefeller Institute Researches
Philadelphia, September 1.—The isolation of the infantile paralysis germ is announced today from the laboratory of the Jewish Hospital of this city. This constitutes a confirmation of the researches of the Rockefeller Institute, in whose laboratories the germ was isolated four years ago.

This result rewards the ardor of three Philadelphia physicians, who have worked since last November to isolate the poliomyelitis germ. They are Dr. George D. Heist, Dr. Myer Sells Cohen, and Dr. John A. Kolmer.

For months the medical profession has been watching the work of the three physicians, which was carried on in the Mastbaum Research Laboratory, established at the Jewish Hospital through the generosity of Jules E. Mastbaum in the Summer of 1916, and also in the McManes Laboratory of Experimental Pathology at the University of Pennsylvania. The germ was found in patients who had died of infantile paralysis, and in monkeys which had succumbed after inoculation with the disease.

Bohemia—The Submerged Front

(Continued from Page 10)

follows to Dr. Smetanka, Secretary of the Joint Recruiting Committee of the Bohemian National Alliance and of the Athletic Sokols: "The response your people have made to my appeal for fighting men has been extremely gratifying. I gladly bear witness to the fact that no class of Americans has come forward to defend their country in time of war with better spirit than Americans of Bohemian birth and descent."

This is not saying that with a different policy better results could not be obtained. Men who have been fighting for more than three centuries for the ideals which, at least in a world sense, we have only so recently espoused are entitled to fight under the colors their fathers have placed so high. If such a generous and elastic policy could be adopted, a great many men would be reached who are not being reached now. Among the many fractions of the six hundred thousand Bohemians in this country, who will not be affected by the selective draft, there are thousands of trained soldiers who have served three years in the Bohemian infantry, which are the smartest regiments of this arm in the Austrian army. Many of them came out of the service as "non-coms" and not a few as reserve officers. With a little limbering and brushing up this class of men could furnish several thousand excellent drill sergeants, and this, I take it, is the greatest need of our army at this moment.

I have the utmost confidence that this question of the Bohemian volunteers will be solved in the way that will prove the best for all concerned. If I should make a plea for exceptional treatment and special units for the Bohemians, it would be on the ground that among large classes of our people there is greatly lacking an appreciation of the

spiritual kinship that has existed between our races since the days of Wycliffe and Huss. To men of their past and of their aspirations, it is very annoying to be regarded by some as non-conforming Germans and by others as a race of sedentary Gypsies.

The formal demands of the Czechs and the Slovaks are contained in the authoritative statement which was issued in Paris in September, 1915, by their joint national council. They demanded an independent Czechoslovak state, and an explicit approval and sanction of this demand was incorporated in the reply of the Entente Allies to the German request for possible peace terms which were secured through President Wilson's greatly misunderstood good offices. In a word, then, every member of the Entente Alliance at that time joined in a formal demand for the liberation of Czechoslovaks from foreign domination. Since our entrance into the war there has been no public expression of opinion, such less any formal statement from official quarters on this phase of the situation, which is not only of great concern to our fellow citizens of Slavic tradition but which has such a vital bearing on the question of whether the next peace congress is to build on the foundations of justice and honor, or whether, again, the ideals of an awakened humanity are to be submerged in the archeology of the hazy diplomatic past. Should this happen, and only if this should happen, will the Middle-European empire be constituted.

The Slavs in America believe that their cause has the overwhelming support of their fellow-citizens, they have no fear of what the outcome will be, nor yet that their interests, so bound up with and inseparable from the peace of the world, shall be neglected.

There exists such complete confidence and trust between the Czechs and the Slovaks, brothers in blood and holders of the same high ideals,

that the task of working out the details of their future common state, for the present left undiscussed, would seem to present no insuperable difficulties. A general understanding between them undoubtedly exists, to the effect that when the opportune moment comes the Slovaks will state what guarantees of self-government they may deem adequate, and that the Bohemians will agree to them in an unquestioning spirit.

While Russia remained an autocracy it was naturally thought inadvisable by the leaders of the Czechoslovak movement to demand that the future state, towards which Russia was contributing so generously and so powerfully, should be a republic. Since the revolution in Russia, however, through their newspapers I notice that the future form of government for which they are working in such a self-sacrificing spirit, is invariably spoken of by the Czechs and the Slovaks as having the republican form. It must not be overlooked, however, that there is nothing authoritative on this question as yet. And it is certain that the joint war council of the two submerged nationalities, which sits permanently in Paris, has not made an official pronouncement on the subject.

As far as my personal intercourse with these leaders extends and permits me to judge of their attitude, I should say that they have at heart, and are seeking, the substance and not the mere shallow forms of free institutions. The great majority of the Czechs and Slovaks undoubtedly dream of a republic with access to the sea either through the South-Slavic state yet to be erected on the Adriatic or through the instrumentality of President Wilson's plan

whereby under "A right comity of arrangement no nation need be shut away from free access to the open paths of the world's commerce." But if, for international reasons, the Allies should decide in favor of a constitutional monarchy for the reconstituted kingdom of Bohemia, both the Bohemians and the Slovaks will readily acquiesce and give the expedient more than a fair trial. In this connection, it should be noted that Austrian diplomacy has recently revived very ancient subtleties, and offers of autonomy, after the war, are being dangled in the face of the Bohemians as a bait or a bribe to secure a discontinuance of the present policy by which the Austrian military plans are so frequently obstructed.

It may be said here, and with all emphasis, that these tactics have no chance of success and that the Bohemians are resolved at this late day not to accept autonomy under the Hapsburgs. It may be, of course, that the terrific blows of the last twelve months and the powerless Hungarian empire have not escaped the intelligence of its statesmen. It may be that the handwriting on the Hof-Burg wall is even legible to them. But, generally, it is considered that these proposals are made with the Machiavellian purpose of bringing discord into the councils of the two Slavic nations who are at present working with a common purpose towards a common end. The offer of autonomy, it will be noticed, does not include the Slovaks in northern Hungary. And while autonomy, if real and not merely paper, would mean a great improvement of conditions in Bohemia, to the Slovaks this adjustment, if accepted, would sound the death-knell of even their most moderate hopes.

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Civilians Suffer Far More Than Men In The Trenches

Baron Moncheur Of Belgian Mission Tells The Story Of His Devastated Country's Starving Women And Children

New York, Sept. 2.—With modesty and restraint Baron Moncheur, head of the Special Mission from Belgium, told the story of his beleaguered country and the increasing wretchedness of his people. To a man of his sensitive nature it seemed embarrassing to exploit the humiliation and anguish of his land before the world at large. The Belgians are a proud people, unfamiliar with the excruciations of bondage. In song and story, since the eve of Waterloo, when "Belgium's capital had gathered then its beauty and its chivalry," the Belgians have been famed as a people of pride.

Baron Moncheur recalled, too, that they had been a very happy people, for, since the days of the old wars in Europe, as years rolled up decades and decades rounded up a century, the Belgians, trusting to their treaty rights with the more powerful nations, had set their hearts to building up homes of comfort and wreathing their land with prosperity.

"But our treaty," said the Baron, "was nothing but a scrap of paper to be torn and trampled under the spurred boot of a crowned autocrat, and the war-ridden Belgians of today are the most destitute and unhappy people of the earth."

The chief of the special mission to this country is not the type of man that "Baron usually conveys to the American mind. Banish all visions of gold braid and fancy sashes, or other hereditary of rank, and fancy that you see a kindhearted, elderly gentleman of the old school—somebody who suggests to your mind a self-effacing, simply but neatly clad rural preacher. Tall and slender, with squared shoulders slightly stooped, and hair and mustache liberally sprinkled with grey, the Baron impresses one with his simplicity of manner and his intense earnestness. He was once Belgian Minister in Washington. Afterward he was Minister to Mexico, and there he married Miss Clayton, daughter of General Powell Clayton, United States Minister to Mexico. Since the European war began he has been Chief of the Political Bureau at the Belgian Foreign Office. In slow, deliberate, simple words he proceeded:

"Belgium only yesterday was one of the principal centers of human activity. Today the silence of death reigns over its mines and its factories. Belgium has become for its inhabitants merely a cage whose bars are formed of German bayonets. The enemy has robbed us of everything—money, provisions, raw material, and machinery. All commerce was destroyed and our factories put out of business. Consequently our workmen were thrown out of employment. I mention the causes of stagnation so that the resulting misery of our poor, famished people might be better comprehended.

"Here in America just now one hears a great deal about the hardships the men must undergo on the fighting line—in the trenches. It is all very true that modern warfare is more terrible than any conception of wars formed in the human mind before. But the soldier has a far better time of it in this war than do the wretched householders who remain at home. A man on the firing line has the force of mental excitement as a kind of diversion, and he is removed from the scene of responsibility. He knows that his country is raising

money to keep him at least moderately well fed. He doesn't feel the nag of hunger beneath his shirt, and after he becomes accustomed to it he finds it is rather healthful to sleep in the open air. Of course, it is a terrible thought that haunts him day and night, that he doesn't know which moment may be his last. His lot is not easy.

"But, come away from the trenches; go into the homes of the common people, and even the homes of the hitherto moderately rich, if you would find the real sorrow of Europe today. And all the sorrow of the war seems to be focused with dreadful stress upon poor little Belgium. Just imagine a nation on half rations of food. If one person gets enough to eat, some other person is bound to starve. You well-fed Americans can with difficulty draw the mental picture of a nation on one-half ration. I mean that a person is only getting to eat one-half the amount of food theoretically necessary to keep an idle man alive.

"Those of our men who can find work to do often give out on account of insufficient nourishment. Physical resistance to sickness has been greatly diminished by reason of this state of semi-starvation, and the mortality rate has become enormously increased. I have seen statistics indicating that the mortality rate for the first three months of 1917 among workmen was three and a half times greater than the average rate for the same period in previous years. Every day the bread line becomes longer and longer. One of the agents of the Commission for Relief reports that in a certain district of Belgium applicants for the daily soup ration increased from 60,000 to 400,000 in two months.

"A short time ago a member of the Commission for Relief visited a town of 1,000 population and singled out a number of homes of the working people at random. This investigation showed:

"1. That the people were living almost exclusively on the rations of the Commission for Relief, with little or no nourishment in the way of native foodstuffs.

"2. That the ration from the Relief Commission was often eaten in advance by many families, so that the semi-weekly bread ration would not last until the next one came around. In this way thousands would go for more than one day a week without food in the house.

"3. That as a general rule two scant meals a day were eaten, and the families went to bed without supper early in the evening to shun the pangs of hunger.

"4. That the women and older children (not admitted to the soupe scolaire) suffered especially because they were obliged to give part of their daily bread ration to the father, who required this to give him strength for his daily work.

"5. That the workmen were in an emaciated and greatly weakened condition because their work was using up their bodies faster than their scant food supply could replace this spent energy.

"This same agent of the Relief Commission reported conditions as being so bad in this particular locality that even the German soldiers were often so moved with pity as to divide their own limited rations with the hungry little children about them.

"It was found that workmen were going to their posts of duty with almost empty dinner pails, a part and sometimes the whole of their midday meal consisting of sliced rutabaga, the Belgian cattle beet. These workmen

had fallen off in weight amazingly during the first three months of the present year, anywhere from ten to forty pounds. A general strike was declared last April, the workmen simply saying to their employers that they had not the physical strength to work any longer. There were no differences between the workmen and their employers, no disputes to be settled, but just a condition of incapacity to do the work required because of being half starved.

"About twenty of the wives of these workmen appeared before the representatives of the Relief Commission to plead the cause of the families of all the laborers of the province. They were led by a woman whose face indicated that she was intelligent and accustomed to better times in the past. This woman broke down in trying to voice the sufferings of 200,000 persons in the province, and it was found that she was on the verge of starvation. To all such persons and such delegations the agents of the Relief Commission could only say that they were doing their best and would try to do better in the future. The daily ration allowed consisted of bread, 200 grams; rice, peas or beans, 16 grams; bacon and lard, 18 grams; herrings, coffee, and so on, very small quantities; soupe populaire, 1 liter; sugar, (native,) 20 grams; butter, (native,) 3 grams. This ration furnishes a total of 1,130 calories a day in point of food value, which is scarcely half enough to keep an idle man alive.

"It is needless to talk of the prices of foodstuffs in Belgium. To know that they are prohibitive is sufficient. I was informed just before I was leaving that practically no meat was available. In London, Paris and Rome they have what they call meatless days. In Belgium every day is a meatless day. I was told that the cheapest grade of half-spiced veal, which was about all the meat that ever found its way into Belgium, was selling for 7 francs per kilo, which means about 70 cents a pound. Cold-storage eggs were selling at 50 centimes each, or about \$1.20 a dozen. Milk was hard to get at 70 centimes per liter. In fact, in the rural districts the cows had nearly all been killed for food. Many a baby has died in Belgian cities for lack of milk, which used to come from the country near by. Butter was beyond the reach of all except the wealthy, going at about \$1.75 a pound. Potatoes were selling at around 15 cents a pound. Carrots were 13 cents a pound. But what is the use of talking about the prices of food commodities where the consumer has no money with which to purchase food?

"It has been carefully figured out by the Commission for Relief that as long as the imported ration is as small as it has been the last few months the demand for native food will be such that it cannot, at the outside, satisfy more than 5,000,000, and these authorities, who have the situation so well in hand, plainly show that the remaining 2,000,000 people must depend solely upon the ration of the Relief Commission—or just one-half enough to support life.

"In spite of all efforts on the part of the Germans to turn these suffering Belgians against England and her allies, and to cause them to lose faith in American charity, I rejoice to say that my people have not been fooled. They know where their friends are, they feel the deepest gratitude to the people of the United States for their unflinching friendship and kindness. The Germans have done their worst to upset the morale of the Belgians at every turn since they tore up that 'little scrap of paper' which guaranteed my people protection from invasion in case of war. Their treatment of the Belgian men whom they took by the thousands in cattle cars to the interior of Germany to work will go down in history as the most disgraceful conduct a nation ever engaged in since the dawn of civilization.

"I humbly and feelingly thank my God that the Belgians have not yet been terrorized by the enemy. They are, physically speaking, mere weaklings now, but, in spite they are as strong as ever they were, and so long as the god of battles gives them strength to fight they will fight it out with the Germans to the death. And, while they are doing this, their wives and children at home will be praying blessings upon the good American people who have so magnificently befriended them in all their trials."

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Information Committee Computes The Losses In Wounded And Those Killed Outright

Washington, September 1.—The Committee on Public Information has obtained from official sources the most nearly accurate figures possible on the percentage of fatalities in relation to casualties on the western front in Europe.

These figures, taken from the casualties were highest in proportion to mobilized strength and combined with the highest proportion of deaths, show deaths from wounds and in action to be approximately 11 in every 1,000 of mobilized strength. According to the figures presented by the French High Commissioner in his letter to the Secretary of War, the high water mark of casualties in the French Army was reached early in the war—at the battles of Charleroi and the Marne. The casualties in that period were 5.41 per cent of the mobilized strength, or 541 men in every 10,000 with the colors.

Military experts in the country agree that the killed in action and died of wounds have never in this war exceeded 30 per cent of the total casualties. This gives a figure of 108.2 fatalities from these causes in every 10,000 mobilized strength, or practically 11 men killed in action or died of wounds for every 1,000 men with the colors.

Ningpo Women Form War Relief Society

Special Correspondence to the China Press
Ningpo, Oct. 18.—Yesterday afternoon the American ladies of this place met for tea at the home of Miss Duncan and Mrs. E. M. Smith at the Presbyterian Mission compound. After tea the ladies organized a branch of the American Women's War Relief Association, Mrs. E. M. Smith, president, and Mrs. F. C. Wilcox, secretary-treasurer. The principals of the Baptist and Presbyterian Women's and Girl's schools have promised considerable help from their students, and that with what the ladies themselves will be able to do promises to produce big results by this society. The membership numbers twelve as a beginning.

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Cost of Living In France

(Continued from Page 8)

stringency in the dye market is another cause.

Men's suits are 150 francs and up for anything worth having, whereas even a year ago a three piece outfit could be purchased for 120 francs. Men's tailors are bending all their energies to making uniforms and their cutters have almost forgotten how to make civilian clothes. Before the war a good suit of clothes for a man could be picked up for \$5 to 55 francs.

Hats And Gloves

Women's hats, as always, cost anything and everything, depending on the shop and the weather and a few other things. But felt hats certainly gone up in price, men's hats, for example, climbing steadily. Soft hats which were formerly 12 francs are now 20, and derbies cannot be found for less than 10 francs, even in the cheapest grades.

Paris was once the glove paradise of the world, but Perrin's, next door to The World Bureau, cannot offer a thing for less than 5 francs, and better quality runs from 9 to 15 francs. Men's gloves are 8 francs up.

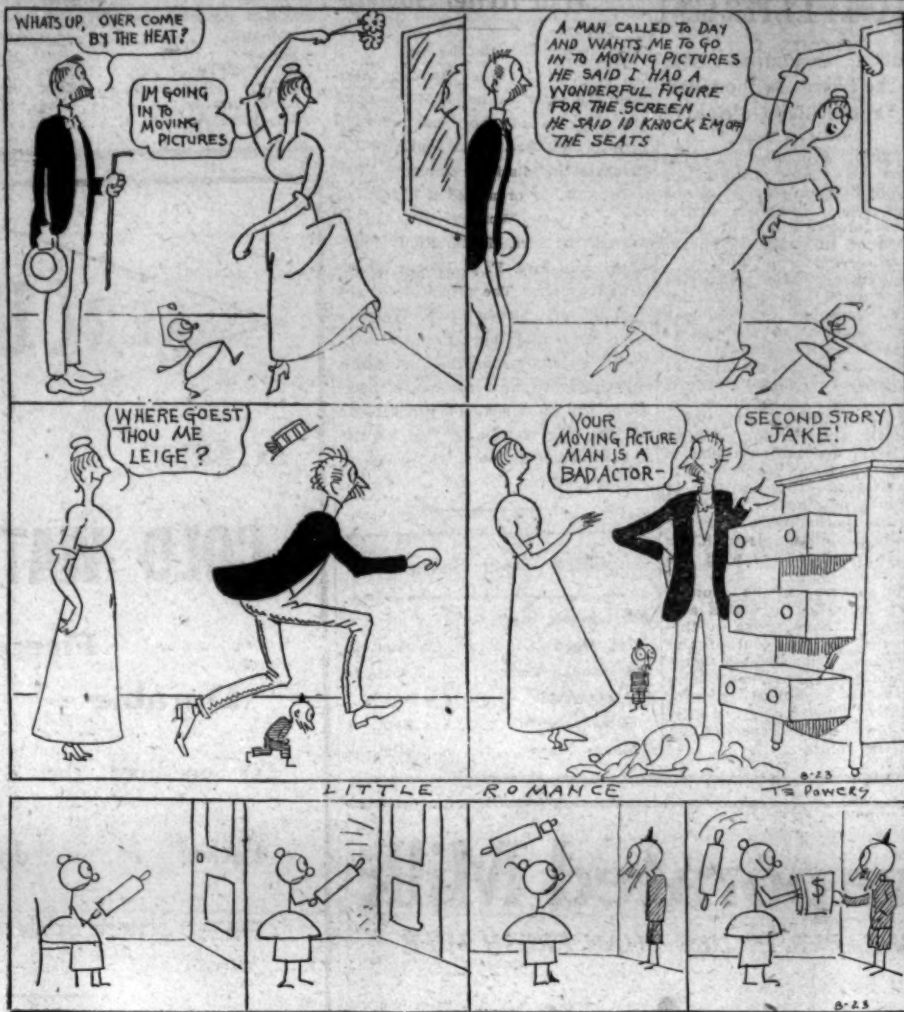
Prices are up all along the line for haberdashery, and it is almost cheaper for an American to go to Charvet's or Boivin's or Sulka's and have shirts, pajamas and underwear made up than to try to get on with what one finds in ordinary men's wear shops or department stores.

Fancy umbrellas and sunshades for women, although still a good deal cheaper than they are in New York, are way above what they were before the war. For \$8 one can find a handsome silk umbrella which would cost \$10 in New York and before the war about \$4 here. Canes are still ridiculously cheap, a stick such as officers carry being available at 6 francs up.

Laundry charges are advancing because of the lack of coal and the wage problem. Still the prices today are a shade below what good laundries charge in the United States, and the work done here is vastly superior except in stiff collars. French laundries apply what they call the "American finish" to collars—making them glossy and shiny like Chinese laundries do in the United States. Many laundries closed last winter during the coal crisis, and some people had their things dry cleaned instead of washed, although the price of gasoline is so high that there was not much saving.

Increased cost of gasoline and tires has caused a twenty-five per cent advance in taxicab rates. But the increase in tips is where the big advance has come. No chauffeur is satisfied with ten or fifteen per cent of the amount registered. He won't accept less than a fifty centime piece, even for a short ride which registers say, 1 franc 25 centimes.

Joys and Grooms By Tom Powers



Usually he expects the change out of 2 francs 75 centimes for such a haul. Horse cabs cost as much as automobile and the horses are so decrepit that one only rides in them for amusement, not really to get anywhere.

Smoking Is Expensive

Tobacco prices have been advanced three times since the war by the French Government. The popular cigarette is called "Maryland" and costs 15 sous for twenty. There is no cigarette exactly like it in America, but it grows on one, so that after smoking it for some time the average person prefers it to Egyptian, Turkish or Richmond tobacco. Pall Malls are 1 franc 10 centimes for ten. Nocturns are 2 francs 80 centimes for a box of twenty and Leurens are 3 francs for a box of twenty-five. There are none of the favorite American brands on the French market. Cigars have ad-

vanced, of course, long slender Romeo and Juliets being up to 35 cents apiece and good fat Havanas costing 2 francs. Cheap, ill-tasting French cigars can be bought as low as three cents apiece, but they are not in demand. Pipe tobacco too is high, but few except soldiers smoke pipes, and it is served to them by the army as a ration.

Drinks of all kinds have advanced steadily. Whiskey and soda costs 2 francs—40 cents—almost everywhere that it is served. Recently a new regulation went into force prohibiting the sale of any intoxicant but beer and light wines except between noon and two o'clock in the afternoon and from 7.30 to 9.30 in the evening. Gin costs 18 francs a bottle, and rickys, fizzes, and other drinks are \$1.50 each. Cocktails of all sorts—including those with an egg in them—are \$1.50. Beer is a franc a bottle in the better places and as

low as four cents a glass in the "bistro." White and red wines are five, six and seven sous a glass in these places.

Food And Lodging Prices

Hotel rates have advanced a couple of times since the war, a room and bath in one of the best hotels costing 20 francs a day and up. In the next class of hotels a room and bath can be had for 14 to 16 francs. By the month one can find quarters for as little as 60 to 100 francs. Dinner in one of the best restaur-

ants will cost, with an ordinary good wine, about 20 francs a plate. Before the war it would have amounted to 14 or 15 francs. In the Duval chain of restaurants—the nearest approach to Childs's in New York—an average luncheon or dinner is more than 4 francs, whereas before the war it was less than 3 francs.

Theaters have advanced their price also, but tickets still cost less than in New York. In only a few small houses do orchestra seats down front cost 11 francs; usually they are 7 or 8 francs apiece. Admission is about 50 cents everywhere, with the privilege of getting a drink at the bar, which is open until 10 or 10.30. This affords a little extra time for the thirsty ones, as all restaurants and cafes close at 9.30 p.m. One franc 50 centimes—roughly, 30 cents—is the price of the cheapest seat in a moving picture theater, while the better seats are usually 2½ francs.

Coal soared to fabulous quotations during the cold snap of last winter, when \$100 a ton was offered for anthracite. The authorities have now placed a limit on the price to be charged, as coal is being dealt out in rations and no one may have more than a certain amount stored up in his cellar. For a fifty-kilo sack—about 125 pounds—the charge is 8 francs, or about \$1.60, whereas before the war the same weight sack cost about 4 francs.

High Prices Offset By Wages

To balance this increased cost of living sources of revenue have also increased on the average, it must be remembered, as every man, woman and child employed in Paris is getting more wages than before the war. This is due to the fact that with all able bodied men taken by the army the demand for labor exceeds the supply. There are always

vacancies in the great munitions making plants at good wages. Besides that, any family dependent on a mobilized man need pay no rent nor taxes nor water bills and receives a certain allowance from the Government.

All in all, however, it is the inherent thrift and saving of the French people that is tiding them over this period of stress. As France surprised Bismarck in 1871 by raising almost in a day the staggering indemnity he had saddled on

it in the expectation of keeping it in Germany's debt for fifty years, so the average French person is surprising even trained economic observers today by subsisting on what he or she has and what he or she draws, a sou at a time, from the hoarding of other years. Despite the enormous deposits in French banks, proof is not lacking that the French strong box is the same today as it always has been—the cracked tea-pot and the woollen stocking.

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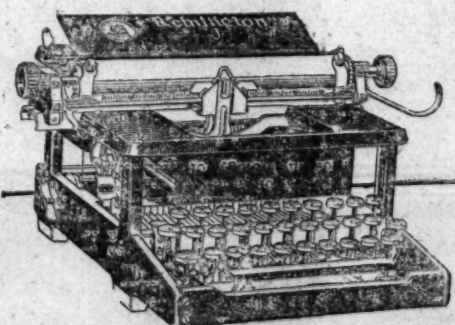
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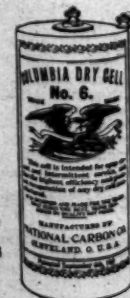
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Germany's Great Loss of Trade As Seen by Ambassador Gerard

Empire Had A Large Commerce With U. S. In Exclusive Goods—Much Of The Business Gone For Ever

By James W. Gerard
CHAPTER XXXVIII

Nothing surprised me more as the war developed than the discovery of the great variety and amount of goods exported from Germany to the United States.

Goods sent from the United States to Germany are mainly prime materials—approximately \$160,000,000 a year of cotton, \$75,000,000 of copper, \$15,000,000 of wheat, \$20,000,000 of animal fat, \$10,000,000 of mineral oil and a large amount of vegetable oil. Of course, the amount of wheat is especially variable. Some manufactured goods from America also find their way to Germany to the extent, perhaps, of \$70,000,000 a year, comprising machinery, such as typewriters, and a miscellaneous line of machinery and manufactures. The principal exports from Germany to America consist of dyes, stuffs and chemical dyes, toys, underwear, surgical instruments, cutlery, stockings, knit goods, etc., and a raw material called potash, also known as kali. The last is a mineral found nowhere in the world except in Germany and in a few places in Austria. Potash is essential to the manufacture of many fertilizers, fertilizer being composed, as a rule, of potash, phosphates and nitrates. The nitrates in past years have been exported to all countries from Chile. Phosphate rock is mined in South Carolina and Florida and several other places in the world.

Curiously enough, both nitrates and potash are essential ingredients also of explosives used in war. Since the war the German supply from Chile was cut off, but the Germans, following a system used in Norway for many years before the war, established great electrical plants for the extraction of nitrate from the atmosphere. Since the war American agriculture has suffered for want of potash and German agriculture has suffered for want of phosphates; possibly of nitrates also, because I doubt whether sufficient nitrogen is extracted from the air in Germany to provide for more than the needs of the explosive industry.

U. S. Closes In Dye-stuffs

The dye-stuff industry had been developed to such a point in Germany that Germany supplied the whole world. In the first months of the war some enterprising Americans, headed by Herman Metz, chartered a boat called the Matanzas and sent it to Rotterdam, where it was loaded with a cargo of German dye-stuffs. The boat sailed under the American flag, and was not interfered with by the English. Later on the German Department of the Interior, at whose head was Delbruck, refused to allow dye-stuffs to leave Germany except in exchange for cotton, and finally, the export of dye-stuffs from Germany ceased and other countries were compelled to take up the question of manufacture. This state of affairs may lead to the establishment of the industry permanently in the United States, although that industry will require protection for some years, as undoubtedly Germany, in her desperate efforts to retain a monopoly of this trade, will be ready to spend enormous sums in order to undersell the American manufacturers and drive them out of business.

The commercial submarines Deutschland and Bremen were to great extent built with money furnished by the dye-stuff manufacturers, who hoped by sending these vessels in this way to America that they could prevent the development of the industry there. I had many negotiations with the Foreign Office with reference to this question of dye-stuffs.

The export of toys from Germany to the United States forms a large item in the bill which we pay annually to Germany. Many of these toys are manufactured by the people in their own homes in the picturesque district known as the Black Forest. Of course, the war cut off, after a time, the export of toys from Germany, and the American child, having in the meantime learned to be satisfied with some other articles, his little brother will demand this very article next Christmas, and thus, after the war, Germany will find that much of this trade has been permanently lost.

Just as the textile trade of the

United States was dependent upon the German dye-stuffs for colors, so the sugar-beet growers of America were dependent upon Germany for their seed. I succeeded, with the able assistance of the consul at Magdeburg and Mr. Winslow, of my staff, in getting shipments of beet seed out of Germany. I have heard since that these industries, too, are being developed in America, and seed is obtained from other countries, such as Russia.

Another commodity upon which a great industry in the United States and Mexico depends is cyanide. The discovery of the cyanide process of treating gold and silver ores permitted the exploitation of many mines which could not be worked under the older methods. At the beginning of the war there was a small manufacture of cyanide owned by Germans at Perth Amboy and Niagara Falls, but most of the cyanide used was imported from Germany. The American-German companies having working agreements as to the distribution of business throughout the world.

The German Vice-Chancellor and head of the Department of the Interior, Dr. Delbruck, put an export prohibition on cyanide early in the war and most pig-headedly and obstinately claimed that cyanide was manufactured nowhere but in Germany. Therefore, he said, if he allowed cyanide to leave Germany for the United States or Mexico the English would capture it and would use it to work South African mines, thus adding to the stock of gold and power in the hands of the British Empire.

British Refused Pass

It was a long time before the German manufacturers and I could convince the British government that cyanide was manufactured near Glasgow, Scotland. He then reluctantly gave a permit for the export of a thousand tons of cyanide, and its arrival in the United States permitted many mines there and in Mexico to continue operations and saved many persons from being thrown out of employment. When Delbruck finally gave a permit for the export of 4,000 tons more of cyanide the psychological moment had passed and we could not obtain through our State Department a pass from the British.

I am convinced that Delbruck made a great tactical mistake on behalf of the German Government when he imposed this prohibition against export of goods to America. Many manufacturers of textiles, the users of dye-stuffs, medicines, seeds and chemicals in all forms were clamoring for certain goods and chemicals from Germany. But it was the prohibition against export of the Germans which prevented their receiving these goods. If it had been the British blockade alone a cry might have arisen in the United States against this blockade, which might have materially changed the international situation.

The Germans also refused permission for the export of potash from Germany. They hoped thereby to induce the United States to break the British blockade and offered cargoes of potash in exchange for cargoes of cotton or cargoes of food-stuffs. The Germans claimed that potash was used in the manufacture of munitions and that, therefore, in no event would they permit the export unless the potash was consigned to the American Government, with guarantees against its use except in the manufacture of fertilizer. This to be checked up by German inspectors. All these negotiations, however, fell through; no potash has been exported from Germany to the United States since the commencement of the war. Enough potash, however, is obtained in the United States for munition purposes from the burning of seaweed on the Pacific Coast, from the brines in a lake in Southern California and from a rock called alunite in Utah. Potash is also obtainable from feldspar, but I do not know whether any plant has been established for its production from this rock. I recently heard of the arrival of some potash from a newly discovered field in Brazil, and there have been rumors of its discovery in Spain. I do not know how good this Spanish and Brazilian potash is, and I suppose the German potash syndicate will immediately endeavor to control these fields in order to hold the potash trade of the world in its grip.

Powder From Wood Pulp
It was a long time after the commencement of the war before England declared cotton a contraband. I think this was because of the fear of irritating the United States, but in the meantime Germany secured a great quantity of cotton, which, of course, was used or stored for the manufacture of powder. Since the cotton imports have been cut off the Germans assert that they are manufacturing a powder equally good by using wood pulp. Of course I have

not been able to verify this absolutely.

Germany had endeavored before the war in every way to keep American goods out of the German markets, and even the Prussian State railways are used, as I have shown in the article where I speak of the attempt to establish an oil monopoly in Germany, in order to discriminate against American mineral oils. This same method has been applied to other articles, such as wood, which otherwise might be imported from America, and in some cases regulations as to the inspection of meat, etc., have proved more effective in keeping American goods out of the market than a prohibitive tariff.

The meat regulation is that each individual package of meat must be opened and inspected, and, of course, when a sausage had been individually made to sit up and bark no one desires it as an article of food thereafter. American apples were also discriminated against in the customs regulations of Germany. Nor could I induce the German Government to change the tariff on canned salmon, an article which would prove a welcome addition to the German diet.

The German workingman, undoubtedly the most exploited and fooled workingman in the world, is compelled not only to work for low wages and long hours, but to chase his food at rates fixed by the German tariff made for the benefit of the Prussian Junkers and landholders.

CHAPTER XXXIX

Of course, the Prussian Junkers excuse the imposition of the tariff on food and the regulations made to prevent the entry of food-stuffs on the ground that German agriculture must be encouraged—first, in order to enable the population to subsist in time of war and blockade, and, secondly, in order to encourage the peasant class, which furnishes the most solid soldiers to the Imperial armies.

The nations and business men of the world will have to face after the war a new condition, which we may call socialized buying and socialized selling.

Not long after the commencement of the war the Germans placed a prohibitive tariff upon the import of certain articles of luxury, such as perfumes, etc., their object, of course, being to keep the German people from sending money out of the country and wasting their money on useless expenditures. At the same time a great institution was formed called the Central Einkaufsgesellschaft. This body, formed under Government auspices of men appointed from civil life, is somewhat similar to one of our national defense boards. Every import of raw material into Germany falls into the hands of this central buying company, and if a German desires to buy any raw material for use in his factory he must buy it through this central board.

I have talked with members of this board, and they all unite in the belief that this system will be continued after the war.

One Man to Buy Everything

For instance, if a man in Germany wishes to buy an automobile or a pearl necklace or a case of perfume, he will be told: "You can buy this if you can buy it in Germany. But if you have to send to America for the automobile, if you have to send to Paris for the pearls or the perfume, you cannot buy them." In this way the gold supply of Germany will be husbanded, and the people will be either prevented from making comparatively useless expenditure or compelled to spend money to benefit home industry.

On the other hand, when a man desires to buy some raw material—for example, copper, cotton, leather, wheat or something of that kind—he will not be allowed to buy abroad on his own hook. The Central Einkaufsgesellschaft will see that all those desiring to buy cotton or copper put in their orders on or before a certain date. When the orders are all in the quantities called for will be added up by this central board and then one man will be in a position, representing the board, to go to America to purchase the 4,000,000 bales of cotton or 200,000,000 pounds of copper.

The German idea is that this one board will be able to force the sellers abroad to compete against each

other in their eagerness to sell. The one German buyer will know about the lowest price at which the sellers can sell their product. By the buyer standing out alone with this great order the Germans believe that the sellers on one will fall into his hands and sell their product at a price below that which they could obtain if the individual sellers of America were meeting the individual buyers of Germany in the open market.

With Profit for the Kaiser

When the total amount of the commodity ordered has been purchased it will be divided up among the German buyers who put in their orders with the central company, each order being charged with its proportionate share of the expenses of the commission, and, possibly, with an additional sum for the benefit of the treasury of the empire.

Before the war a German manufacturer took me over his great factory where 15,000 men and women were employed. He showed me great quantities of articles made from copper, and said: "We buy this copper in America, and we get it a cent and a half a pound less than we should pay for it because our Government permits us to combine for the purpose of buying; but your Government does not allow your people to combine for the purpose of selling. You have got lots of silly people who become envious of the rich and pass laws to prevent combination, which is the logical development of all industry."

The Government handling of exchange during the war was another example of the centralized power of the Government for the benefit of the whole nation.

In the first year of the war when I desired money to spend in Germany I drew a check on my bank in New York in triplicate and sent a clerk with it to the different banks in Berlin to obtain bills in marks, selling it then, naturally, to the highest bidder. But soon the Government stepped in. The Imperial Bank was to fix a daily rate of exchange and banks and individuals were forbidden to buy or sell at a different rate. That this fixed rate was a false one, fixed to the advantage of Germany, I proved at a time when the German official rate was 5.52 marks for a dollar, by sending my American checks to Holland, buying Holland money with them and German money with the Holland money, in this manner obtaining 5.74 marks for each dollar. And just before leaving Germany I sold a lot of American gold to a German bank at the rate of 6.42 marks per dollar, although on that day the official rate was 5.52 and although the buyer of the gold, because the export of gold was forbidden, would have to lose interest on the money paid me or on

the gold purchase until the end of the war. What the Germans thought of the value of the mark is shown by this transaction.

Urges Combination for U. S.

The only thing that can maintain a fair price after the war for the products of American firms, miners and manufacturers in permission to combine for selling abroad. There is before Congress a bill called the Webb bill, permitting those engaged in export trade to combine, and this bill, which is manifestly for the benefit of the American producer of raw materials and foods and manufactured articles, should be passed.

It was also part of our commercial work to secure permits for the exportation from Belgium of American-owned goods seized by Germany. We succeeded in a number of cases in getting these goods released. In other cases the American-owned property was taken over by the Government, but the American owners were compensated for the loss.

Germany took over belligerent property and put it in the hands of receivers. In all cases where the majority of the stock of a German corporation was owned by belligerent nationality the German corporation was placed in the hands of a receiver. The German Government, however, would not allow the inquiry into the stock ownership to go further than the first holding corporation. There were many cases where the majority of the stock of a German corporation was owned by an English corporation and the majority of the stock of the English corporation in turn owned by an American corporation or by Americans. In this case the German Government refused to consider the American ownership of the English stock and put the German company under Government control.

With the low wages paid to very efficient workmen, who worked long hours, and with no laws against

combination, it was always a matter of surprise to me that the Germans who were in the process of getting all the money in the world should have allowed their military autocracy to drive them into war.

Germany Wants Trusts

I am afraid, after this war, if we expect to keep a place for our trade in the world, that we may have to revise some of our ideas as to so-called trusts and the Sherman law. Trusts or combinations are not only permitted, but even encouraged, in Germany. They are known there as "Cartels," and the difference between the American trust and the German cartel is that the American trust has, as it were, a centralized government permanently taking over and combining the competing elements in any given business, while in Germany the competing elements form a combination by contract for a limited number of years. This combination is called a "cartel," and during these years each member of the cartel is assigned a given amount of the total production and given a definite share of the profits of the combination. The German cartel, therefore, as Consul-General Skinner has aptly said, may be likened to a confederation existing by contract for a limited period of time and subject to renewal only at the will of its members.

The German courts have expressly said, if prices are so low that the manufacturers of a particular article see financial ruin ahead, that formation of cartels by them must be looked upon as a justified means of self-preservation. The German laws are directed to the end to which it seems to me such laws should logically be directed, namely, to the prevention of unfair competition.

The object of the American trust has been to destroy its competitors; the object of the German cartel to force its competitors to join the cartel.

(To Be Continued)

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STATIONS	Local	Fast	Slow	Local	Fast	Slow	Local	Fast	Slow	STATIONS	Local	Fast	Slow	Local	Fast	Slow	Local	Fast	Slow
Shanghai North	dep.	7.35	9.00	10.00	14.50	15.00	15.00	15.00	15.00	Zahkou	dep.	6.30	7.55	8.20	14.15	15.30	15.30	15.30	15.30
Jiesfield	dep.	7.51	9.16	10.20	15.06	15.06	15.06	15.06	15.06	Hangchow	dep.	7.00	8.40	9.00	14.45	15.15	15.15	15.15	15.15
Sicawei	dep.	7.58	9.23	10.29	15.13	15.13	15.13	15.13	15.13	Changou	dep.	8.04	9.43	10.00	14.40	15.10	15.10	15.10	15.10
Lungwa Junction	dep.	8.15	9.40	10.47	15.30	15.30	15.30	15.30	15.30	Yehak	dep.	8.41	10.31	10.35	14.39	15.05	15.05	15.05	15.05
Shanghai South	dep.	7.45	9.10	10.15	13.35	15.00	16.00	16.50	17.55	Kashui	dep.	7.15	9.28	11.22	14.10	16.30	16.30	16.30	16.30
Lungwa Junction	dep.	8.15	9.40	10.47	13.52	15.30	16.22	17.07	18.12	Sungling	dep.	7.48	9.59	11.55	14.48	16.52	16.52	16.52	16.52
Sungling	dep.	8.59	10.48	12.02	16.07	17.42	18.00	18.00	18.00	Lungwa Junction	arr.	8.18	9.43	10.23	13.18	14.08	15.33	17.23	18.23
Kashui	dep.	9.51	11.52	13.24	16.53	18.49	19.00	19.00	19.00	Shanghai South	arr.	8.35	10.00	10.45	11.55	14.25	15.50	17.40	18.40
Kashui	dep.	7.40	10.25	12.30	14.35	16.22	18.20	18.20	18.20	Lungwa Junction	dep.	11.35	14.15	15.00	17.15	18.20	18.20	18.20	18.20
Yehak	dep.	8.45	11.05	13.15	15.60	17.58	18.00	18.00	18.00	Sicawei	dep.	11.44	14.14	15.00	17.28	18.29	18.29	18.29	18.29
Changou	dep.	9.45	11.41	14.00	16.50	18.24	18.24	18.24	18.24	Jiesfield	dep.	11.51	14.21	15.00	17.37	18.36	18.36	18.36	18.36
Hangchow	dep.	11.45	13.50	15.25	18.30	19.19	19.19	19.19	19.19	Shanghai North	arr.	12.05	14.35	15.00	17.55	18.50	18.50	18.50	18.50
Zahkou	arr.	11.55	13.10	15.50	19.00	19.55	19.55	19.55	19.55										

KONZEN CHIAO TO ZAHKOU						KIANGSHOO BRANCH LINE.						ZAHKOU TO KONZEN CHIAO					
Konzen Chiao...	dep.	6 50	8 25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	....	10.10	12.25	...	17.20	....	
Ken Shang Mun.	dep.	7 10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19 15		
Langchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Ken Shang Mun.	dep.	7.42	10.57	12.57	15. 2	18.07	19.27		
Zahkou.....	arr.	....	9.40	12.10	....	16.55	....	Konzen Chiao...	arr.	7 55	11.10	13.10	15.25	18.20	19.40
R. Restaurant Car.																	

R. Restaurant Car.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express	Fast	3rd	Fast	Local	Night	Express	Local	Fast	3rd	Fast	Express	Local	Fast	Local	Fast	Local	Fast	Local
							Express													
							R.S.													
SHANGHAI																				
NORTH.....dep.	..	7.55	8.10	8.40	12.45	13.25	13.55	14.00	14.05	14.10	14.15	14.20	14.25	14.30	14.35	14.40	14.45	14.50	14.55	15.00
SOOCHOW.....dep.	..	8.41	11.22	11.20	14.55	15.15	15.15	15.15	15.20	15.25	15.30	15.35	15.40	15.45	15.50	15.55	16.00	16.05	16.10	16.15
WUSU.....dep.	..	10.12	10.25	10.35	14.15	14.55	15.05	15.10	15.15	15.20	15.25	15.30	15.35	15.40	15.45	15.50	15.55	16.00	16.05	16.10
CHANGCHOW dep.	6.50	11.22	13.18	16.05	17.45	..	21.25	3.30	..	..	..	..	..	..	..	..	..	..	..	..
TANYANG.....dep.	8.12	12.19	14.11	16.16	17.41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CHINKIANG.....dep.	9.38	12.38	14.52	17.17	18.37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
NANKING.....arr.	11.19	14.15	16.26	19.13	19.40	..	..	6.45	..	..	..	..	..	..	..	..	..	..	..	..
PUKOW.....dep.	11.58	15.13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CHINKIANG.....arr.	12.50	16.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TIENTSIN.....arr.	13.58	17.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CENTRAL.....dep.	P.N.R.	17.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SHANGHAI																				
NORTH.....arr.	9.35	13.15	14.30	17.30	18.58	21.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TIENTSIN.....arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CENTRAL.....dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WUSU.....arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PUKOW.....arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
NANKING.....dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TANYANG.....dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CHANGCHOW dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WUSU.....arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CHINKIANG.....arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SOOCHOW.....arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SHANGHAI																				
NORTH.....arr.	9.35	13.15	14.30	17.30	18.58	21.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, October 20, 1917.

Money And Bullion

Gold Dollars Bank's buying rate
 @ 111=112. 1.00
 @ 72.8=72.8. 1.00
 Mex. Dollars Market rate ... 72.5
 Shanghai Gold Bars: 978 touch Tls. 235
 Bar Silver ... 44 1/2
 Copper Cash ... per tael 1791
 Buying rate @ 3/94= Tls. 5.27
 exch. @ 72.8= Mex. \$7.24
 Peking Bar ...
 Native Interest08

Latest London Quotations

Bar Silver ... 42 1/2
 Bank Rate of Discount ... 5 1/2
 Market rate of discount ...
 1 m-s ... %
 4 m-s ... %
 6 m-s ... %
 Exchange on Shanghai, 60 d-s
 Ex. Paris on London ... T.T. 27.41
 Ex. N. Y. on London ... T.T. 47.69
 Consols ... 2

Exchange Closing Quotations

London ... T.T. 3/9 1/2
 India ... Demand 3/9 1/2
 Paris ... Demand 524
 New York ... Demand 90 1/2
 Hongkong ... Demand 2.91
 Japan ... T.T. 57 1/2
 Batavia ... T.T. 210 1/2

Banks Buying Rates

London ... 4 m-s. Cds. 3/11 1/2
 London ... 4 m-s. Docy. 3/11 1/2
 London ... 6 m-s. Cds. 4/7
 London ... 6 m-s. Docy. 4/7
 Paris ... 4 m-s. 54 1/2
 New York ... 4 m-s. 94 1/2

Customs House Exchange Rates For

October
 Hk. Tls. 4.30 @ 4/2 1/2
 " 1 @ 575 = France 6.41
 " 1 No quotation Marks 15.23
 " 0.91 @ 99 1/2 Gold 21
 " 1 @ 51 1/2 Yen 2.16
 " 1 @ 15 1/2 Rubles 3.49
 " 1 @ 65 1/2 Roubles 7.31
 " 1 @ 1.50 Mex. \$1.50
 †Nominal.

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, October 20, 1917.

Official
 Ewo Cotton (pref.) Tls. 95.00
 Kweichow Tugs Tls. 36.00
 Shanghai Docks Tls. 73.00
 Anglo Javans Tls. 10.00
 Ziangbees Tls. 5.25
 Unofficial
 H'kong and S'hai Banks \$625.00
 Padangas Tls. 13.25

Sharebrokers' Association

Transactions

BUSINESS DONE

Shanghai, October 20, 1917.

Official
 Karans @ Tls. 12.00 cash
 Unofficial
 Langkats @ Tls. 14.00 cash
 Java Consolidated
 @ Tls. 19.00 cash
 Ziangbees @ Tls. 5.25 cash

London Rubber Market

Reuter's Service
 London, October 19.—Today's rubber prices were:
 Plantation First Latex Crepe.
 Spot: 2s. 8d. paid.
 January to March: 2s. 9 1/2d. sellers.
 Tendency of Market: dull.
 Last Quotation, London, October 18:
 Spot: 2s. 8 1/2d. paid.
 January to March: 2s. 10d. paid.
 Tendency of Market: quiet.

Piece Goods And Yarn

Messrs. Ibert and Co., write as follows in their weekly market report: A little demand has cropped up during the week mostly from the neighboring provinces, though the necessity for relieving the destitute population of the flooded districts in the North has also brought out a certain amount of buying from that quarter, this being made possible chiefly by substantial charitable contributions amounting, it is stated, to something like five lakhs of taels. With the additional stimulus of a weak silver market and almost daily advances in the Liverpool Cotton quotation the present demand, such as it is, has created an appreciable improvement in tael prices, but a very wide breach has yet to be covered before replacement becomes possible, some goods being as much as Tls. 3.00 per piece below the equivalent of Manchester prices. The position of China's stocks of piece goods may therefore be considered absolutely safe for the time being, especially as it is known with certainty that the interior centers are carrying practically no supplies and are compelled to draw on our already depleted stock here for all their requirements. Press reports regarding affairs in

"BICKERTON'S"

PRIVATE HOTEL

Established 23 years.

125 Bubbling Well Road. Seven minutes from Bund by tram, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light Tel. W. 1371.

Szechuen and Hunan are again disquieting, and unless some compromise is reached, these most important commercial centers may become the scene of a contest for power between the North and South as represented by Peking and Canton respectively.

Grey Shirtings Generally.—Market firmer and more active but particulars of only two transactions have reached us, viz. in 8 1/2 lb. Green Mandarin at Tls. 3.42 1/2 and 7 lbs. Five Boys at Tls. 2.50. The tone at the auctions was brighter all round and prices advanced a mace or two per piece in most cases.

White Shirtings.—Moderate buying has been in progress for some of the Yangtze ports and prices are consequently improving, sales being made public in "Hong Yuen Chie Nio" at Tls. 6.45, Nine Horseheads at Tls. 6.25, and Soldier at Tls. 5.50. Prices at auction recovered about two to three mace per piece on the average.

A sale of Two Phoenix Bleached T. Cottons at Chefoo is also returned at Tls. 4.80.

Dyed and Fancy Cottons.—Demand has improved a little on the whole, and prices are tending upwards for auction and private chops.

Cotton.—The tone of our market for the local staple has been easier during the week and prices have receded about one tael per picul from the highest point, at the close however rates are somewhat steadier, although here and there parcels are being offered at reduced rates. Quotations are: Tungchow Tls. 29.20 to Tls. 28.40, Four chop Tls. 27.40, Ordinary Shanghai Tls. 27.40 to Tls. 26.50 and Steam Ginned at Tls. 27.40 to Tls. 27.00.

Liverpool quotations are cabled by Reuter as follows:—Good Middling American at 20.75, Egyptian Sakellaris at 33.00, and P.M.G. Bengal and Schinde at 17.00, per lb.

Local Yarn.—While clearances are continuing satisfactory, the tone of our market is rather quieter. The following business reported:—

148, 100 Bales Four Hec at Tls. 12.00
 168, 500 Bales Red Round Dragon at Tls. 125.00, 500 Bales Wedding chop at Tls. 125.00, 500 Bales Two Tiger at Tls. 125.00 to Tls. 128.00, 500 Bales Flying Horse at Tls. 127.00, 208, 1,000 Bales Five Men at Tls. 130.00, 800 Bales Man and Goats at Tls. 125.00, 100 Bales Three Horses at Tls. 135.00.

Indian Yarn.—We have no business to report this week.

Japanese Yarn.—Market steady at an advance of about Tls. 3.00 per bale with the following sales reported:—

No. 168, 200 Bales Woman and Boat at Tls. 134.00, 200 Bales Blue Fish at Tls. 135.00, 100 Bales Three Horses at Tls. 132.00, and 200 Bales Standing Horse at Tls. 134.00.

No. 208, 500 Bales Man and Fish at Tls. 138.00.

Singapore Rubber Market

Messrs. R. N. Truman and Co. have received the following telegram from their Singapore Agents regarding the rubber auction held on Wednesday, October 17:—

No. 1 Smoked Sheet—\$119 per picul equivalent to 2s. 4 1/2d. in London.
 No. 1 Crepe—\$121 per picul equivalent to 2s. 5d. in London.

Poor demand closed market firmer but not actually higher, offered 906 tons sold 379 tons.

ASTOR HOUSE HOTEL,

TIENTSIN,

Cable Address:

ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms. Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

China Mutual Life Insurance

Co., Ltd.

We issue Policies in Sterling

Take advantage of the Exchange.

change.

Telephone to us, Central

2601, or write to the Head

Office,

10 Canton Road,

Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & CO.

Chartered Bank of India Australia and China

Incorporated by Royal Charter 1853.

Capital £1,000,000

Reserve Fund 1,000,000

Reserve Liability of Shareholders 1,000,000

Head Office: 11 BISHOPSGATE, LONDON, E. C.

Court of Directors:

Mr. Montagu Cornish Turner, Chairman.

Mr. Henry S. Cunningham, K.C.I.E.

Mr. Alfred Dent, K.C.M.G.

Mr. H. Neville Goschen, Esq.

The Rt. Hon. Lord George Hamilton, G.C.S.I.

Mr. Foot Mitchell, Esq.

Mr. Alexander Wallace, Esq.

Bankers:

The Bank of England.

The London City & Midland Bank Limited.

The London County and Westminster Bank Limited.

The National Provincial Bank of England Limited.

The National Bank of Scotland Limited.

Agencies and Branches:

Amoy, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, New York, Yokohama, Kobe, Manila, Cebu, Singapore, Batavia, Surabaya, Soerabaya, Medan, Palembang, Teluk-Betong, Pontianak, Tilitap, Hongkong, Semarang, Langsa, Singapore, Makassar, Soerabaya, Medan.

London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Russo-Asiatic Bank

Capital (fully-paid) 55,000,000

Reserve Fund 30,000,000

Capital Contributed by the Chinese Government 3,500,000

Reserve Fund 1,750,000

Head Office: PETERSBURG.

Paris Office: 9, Rue Boudreau.

London Office: 64, Old Broad St. E.C.

Banks:

London: Messrs. Glyn, Mills, Currie & Co.

Paris: Societe Generale pour le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.

Lyons: Societe Generale pour le Developpement du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies: Bombay, Harbin, Peking, Changhai, Hongkong, Shanghai, Chefoo, Newchwang, Tientsin, Dairen, Nicolayowak, Vladivostok, Hankow, O-Amur, Yokohama.

55 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZERSKI, G. CARRERE, Managers for China, Japan and India.

Head Office: BRUSSELS.

London office: 3 Bishopsgate.

Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President: JEAN JADOT

Sovereign: Societe Generale de Belgique

Banks: London: Martin's Bank, Ltd.

Brussels: Societe Generale de Belgique.

Antwerp: Banque d'Anvers.

Paris: Banque de l'Union Parisienne.

Societe Anonyme.

Lyons and Marseilles: Comptoir National d'Escompte de Paris.

New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS, Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital £15,000,000

Reserve Funds: Sterling £1,500,000 @ 2s. \$15,000,000

Silver 18,500,000

Reserve Liability of Proprietors \$38,500,000

Head Office: HONGKONG

Court of Directors:

Hon. Mr. S. H. Dodwell, Chairman.

Hon. Mr. P. H. Holyoak, Deputy Chairman.

Hon. Mr. C. E. Anton.

F. C. Butcher, Esq.

A. H. Compton, Esq.

G. T. M. Edkins, Esq.

C. S. Gubbay, Esq.

E. V. D. Parr, Esq.

W. L. Pattenden, Esq.

Chief Manager: Hongkong—N. J. STARR.

Branches and Agencies:

Amoy, Hongkong, Peking, Batavia, Johore, Penang, Bangkok, Kobe, Hongkong, Calcutta, Kuala Lumpur, Singapore, Canton, Lyons, Shanghai, Colombo, Malacca, Soerabaya, Fochow, Manila, Sourabaya, Hankow, Nagasaki, Tientsin, Harbin, New York, Tsingtau, Hilo, Yokohama.

London Bankers:

London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorized Capital \$90,000,000.00

Paid-up Capital: Chinese Government 10,000,000.00

Chinese Mercantile Community 2,312,500.00

Reserve Fund \$12,312,500.00

1,892,564.85

Head Office: PEKING.

Branches and Agencies:

Peking, Tientsin, Newchwang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shansi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Fochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH.

3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted.

Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.

For 6 months at the rate of 4 per cent per annum.

For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG, Manager.

Banque Industrielle de Chine

Capital 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.

General Manager, A. J. Pernotta.

Head Office: 74, Rue St. Lazare, PARIS.

Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong.

BANKERS:

In France: Societe Generale pour le Developpement du Commerce et de l'Industrie en France.

In London: London County and Westminster Bank, Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION, Manager.

1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1858.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed ... Yen 48,000,000

Capital Paid-up ... 36,000,000

Reserve Fund ... 22,100,000

London Bankers:

Union of London & Smith's Bank, Ltd.

The London Joint Stock Bank, Ltd.

Parr's Bank, Ltd.

Branches and Agencies:

Antungshan, London, Port Arthur, Bombay, Liayang, S. Francisco, Calcutta, Los Angeles, Seattle, Changchun, Lyons, Singapore, Dairen, Mukden, Sydney, Hankow, Nagasaki, Sianfu, Harbin, Newchwang, Tientsin, Hongkong, New York, Tientsin, Honolulu, Osaka, Tokyo, Kobe, Peking, Tsingtau.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in China, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital \$300,000.00

Reserve Fund 10,000.00

Deposits (June 30, 1917) \$1,590,000.00

Correspondents at principal cities in China, and domestic exchange a specialty.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN, General Manager.

H. C. MARSHALL, Chief Manager.

E. C. MARSHALL, Chief Manager.

E. C. MARSHALL, Chief Manager.

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E. C. MARSHALL, Chief Manager.

E. C

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agent
Oct 21	10	San Francisco	Panama	Sta.	E. A. Co.
22	10	San Francisco	Tenyo maru	Jap.	W. P. S. S. Co.
23	10	San Francisco	Venezuela	Am.	O. S. S. Co.
24	10	Tacoma & Seattle Wash	Manila maru	Jap.	O. S. S. Co.
25	10	San Francisco	China	Am.	O. S. S. Co.

FOR JAPAN PORTS

Oct 22	5.30	Nagasaki, Moji and Kobe	Yamashiro maru	Jap.	N. Y. K.
23	10	Moji, Kobe & Osaka	Kasuga maru	Jap.	N. Y. K.
24	10	Nagasaki, Moji & Kobe	Chikuzo maru	Jap.	N. Y. K.
25	10	Nagasaki	Penza	Rus.	R. V. F.
26	10	Kobe	Kaga maru	Jap.	N. Y. K.
27	10	Nagasaki & Kobe	Etori maru	Jap.	N. Y. K.
28	10	Moji, Kobe & Osaka	Komatsu maru	Jap.	N. Y. K.
29	10	Nagasaki, Moji and Kobe	Hakubi maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

Oct 24 noon	London etc.	Yokohama maru	Jap.	N. Y. K.
Nov 1	Liverpool etc.	Hirao maru	Jap.	N. Y. K.
2	London etc.	Kaga maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

Oct 21	A.M.	Hongkong & Canton	Kwanglee	Chi.	C.M.S.N. Co.
22	A.M.	D.L. Swatow & Hongkong	Anhui	Chi.	C.M.S.N. Co.
23	A.M.	Ningpo	Hsin Peking	Chi.	C.M.S.N. Co.
24	A.M.	Ningpo	Hsin Nishan	Chi.	C.M.S.N. Co.
25	A.M.	Hongkong & Canton	Sunshine	Chi.	C.M.S.N. Co.
26	A.M.	Ningpo	Kin steen	Chi.	C.M.S.N. Co.
27	A.M.	Hongkong & Canton	Wanchow	Chi.	C.M.S.N. Co.
28	A.M.	D.L. Swatow, Hongkong & Canton	Shantung	Chi.	C.M.S.N. Co.
29	A.M.	D.L. Amoy, Hongkong & Canton	Wanchow	Chi.	C.M.S.N. Co.
30	A.M.	D.L. Swatow & Hongkong	Shanghai	Chi.	C.M.S.N. Co.
31	A.M.	D.L. Hongkong & Canton	Chenai	Chi.	C.M.S.N. Co.

FOR NORTHERN PORTS

Oct 21	D.L.	Tientsin	Sanyo maru	Jap.	S. M. R.
22	A.M.	Chetoo & Tientsin	Shimoda	Chi.	C.M.S.N. Co.
23	A.M.	Tientsin, Daini & Tientsin	Koboku maru	Chi.	C.M.S.N. Co.
24	A.M.	Wanchow, Tientsin & Tientsin	Kingside	Chi.	C.M.S.N. Co.
25	A.M.	D.L. Daini	Sanyo maru	Jap.	S. M. R.
26	A.M.	Newchwang	Wanchow	Chi.	C.M.S.N. Co.
27	A.M.	Wanchow & Tientsin	Tungchow	Chi.	C.M.S.N. Co.
28	A.M.	Chetoo & Newchwang	Toosan	Chi.	C.M.S.N. Co.
29	A.M.	D.L. Vladivostok	Penza	Rus.	R. V. F.
30	A.M.	Tientsin and Daini	Kaga maru	Jap.	N. Y. K.
31	A.M.	Wanchow, Chetoo & Tientsin	Yingchow	Chi.	C.M.S.N. Co.

FOR RIVER PORTS

Oct 21	M.N.	Hankow etc.	Kiangkwang	Chi.	C.M.S.N. Co.
22	M.N.	do	Luenbo	Chi.	C.M.S.N. Co.
23	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
24	M.N.	do	Taiwan	Jap.	N. Y. K.
25	M.N.	do	Luenbo	Chi.	C.M.S.N. Co.
26	M.N.	do	Sunshine	Chi.	C.M.S.N. Co.
27	M.N.	do	Wanchow	Chi.	C.M.S.N. Co.
28	M.N.	do	Tachikawa	Jap.	N. Y. K.
29	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
30	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
31	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
1	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
2	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
3	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
4	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
5	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
6	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
7	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
8	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
9	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.
10	M.N.	do	Kiangyue	Chi.	C.M.S.N. Co.

Arrivals

Date	From	Ship's Name	Yard	Flag	Agent
Oct 20	Singapore	Kiangyue	3012	Chi.	C.M.S.N. Co.
21	Japan	Yamashiro maru	2256	Jap.	N. Y. K.
22	Hongkong	Hsin Nishan	1570	Chi.	C.M.S.N. Co.
23	Tientsin	Hsin Nishan	1428	Chi.	C.M.S.N. Co.
24	Hankow	Luenbo	1520	Chi.	C.M.S.N. Co.
25	Hankow	Taiwan	1126	Jap.	N. Y. K.
26	Japan	Chikuzo maru	2578	Jap.	N. Y. K.

Departures

Date	For	Ship's Name	Yard	Flag	Agent
Oct 20	Poochow	Hasan	1839	Chi.	C.M.S.N. Co.
21	Takao via F'chow & Keelung	Keelung maru	963	Jap.	O. S. S. Co.
22	Japan	Omi maru	3222	Jap.	N. Y. K.
23	Hankow etc.	Sunshine	1573	Chi.	C.M.S.N. Co.
24	Wanchow, Chetoo & Tientsin	Shantung	1082	Chi.	C.M.S.N. Co.
25	Wanchow via Ningpo	Kwangchi	814	Chi.	C.M.S.N. Co.
26	Hankow etc.	Nishan	225	Chi.	C.M.S.N. Co.
27	do	Sunshine	2797	Jap.	N. Y. K.
28	London etc.	Shidomoku maru	3899	Jap.	N. Y. K.
29	Manila & Hongkong	Venezuela	5036	Am.	P.M.S.S. Co.
30	Ningpo	Kiangyue	3012	Chi.	C.M.S.N. Co.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Co's Str. Suiyang Maru, Capt. A. E. Inwood, will be despatched from C. M. Central wharf on Sunday, Oct. 21, at about 12 o'clock midnight. For Freight or Passage apply to The Nishan Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Str. Kiangkwan, Captain C. B. Conley, will leave on Sunday, October 22, at about 12 o'clock midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co's Str. Teles Maru, Capt. E. Taniguchi, will be despatched from pootung N.K.K. wharf on Monday, Oct. 22, at about 12 o'clock midnight. For Freight and Passage apply to The Nishan Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Luenbo, tons 2,468 Captain Jackson, will leave on Monday, October 22, at about 12 o'clock midnight. For Freight or Passage apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW & PORTS.—The Str. Kiangyue, Captain Wm. S. Ross, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co's Str. Fengyang, Capt. Y. Tanaka, will be despatched from N.Y.K. Mail wharf on Tuesday, October 23, at about 12 o'clock midnight. For Freight and Passage apply to The Nishan Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

For Southern Ports

HONGKONG and CANTON.—The Str. Kwanglee, Capt. A. S. Sangster, will leave on Sunday, morning. For Freight or Passage, apply to C.M.S.N. Co.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Anhui, Capt. Eddy, will leave from the French Bund direct for the above ports on Sunday, October 21, at daylight. For Freight or Passage apply to Butterfield and Swire Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, October 22, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, the 23rd inst., at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOI, HONGKONG and CANTON.—The China Navigation Co.'s Str. Shantung, Capt. Meathrel, will leave from the French Bund direct for the above ports on Thursday, October 25, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Shengkang, Captain McIntosh, will leave the French Bund on Sunday, October 28, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Chennan, Captain Barkus, will leave from the French Bund direct for the above ports on Tuesday, October 30, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Chicago Maru, Capt. T. Saito, will be despatched from the Co's Yangtzeport wharf on November 9, at daylight. The steam-launch conveying passengers on board will leave the customs jetty at 1 p.m. on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

For Northern Ports

CHEFOO and TIENTSIN.—The Str. Hsinning, Capt. H. Macdon, will leave on Sunday, morning. For Freight or Passage, apply to C.M.S.N. Co.

TIENTSIN, DAIREN and TSINGTAO.—The Str. Kohoku Maru, Capt. M. Oyama, will be despatched from the Co's pootung wharf on October 22, at 2 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishan Kisen Kaisha at 1 p.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

CHEFOO and NEWCHWANG.—The Str. Toosan, Capt. C. Taylor, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Tungchow, Capt. Bennett, will leave from the French Bund on Tuesday, October 23, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The China Navigation Co.'s Str. Wenchow, Captain A. McDowell, will leave on Tuesday, October 23, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Yingchow, Capt. J. Gibbs, will leave from the French Bund on Saturday, October 27, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN, DAIREN and TSINGTAO.—The Str. Keelung M. Capt. T. Kamashi, will be despatched from the Co's pootung wharf on Nov. 1, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishan Kisen Kaisha at 1 p.m. on the same day. For Freight and Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

For Foreign Ports

TACOMA & SEATTLE, CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The Str. Manila Maru, Capt. N. Kohayashi, will be despatched from on Tuesday, Nov. 13, at daylight. Through Bills of Lading are granted for American Ports and overland points, connecting with the Chicago, Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer, at 11 a.m. on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

C. N. C.
CHINA NAVIGATION CO., LTD.YANGTSE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Luenyi, Nagasaki, Poyang, Tatung, Tungting, Chungking and Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chennan, Yingchow, Shinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PERING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shantung and Shengkang.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are fitted with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers. For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Fenchow Road.

BUTTERFIELD & SWIRE,
Agents, 21-23 French Bund.
Freight: Telephone N. 77.
Passage: Telephone No. 401.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE

Operating the new first-class steamers
"Ecuador," "Venezuela" and "Colombia"
14,000 tons each
TO SAN FRANCISCO
VIA KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT
The most comfortable route to America and Europe
SAILINGS FOR SAN FRANCISCO

S.S. "Venezuela"	Nov. 10, 1917
S.S. "Ecuador"	Dec. 7, 1917
S.S. "Colombia"	Jan. 3, 1918
S.S. "Venezuela"	Feb. 2, 1918

S.S. "Venezuela"	Oct. 20, 1917
S.S. "Ecuador"	Nov. 17, 1917
S.S. "Colombia"	Dec. 15, 1917
S.S. "Venezuela"	Jan. 12, 1918

(Subject to change)
The Safety and Comfort of Passengers our first consideration.
Tickets interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.
For further information re freight and passage, apply to

B. C. HAILE, Agent.
1b Nanking Road (Palace Hotel Building)
Telephone 5056. Shanghai.

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

AMERICAN LINE
(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu, Yokohama and Victoria, B. C.

For Hongkong
"CHICAGO MARU" (12,000 tons) Capt. T. Saito, Nov. 12, Nov. 13

CHINA COASTING LINE
For Tientsin, Dairen and Tsingtau
"KOHOKU MARU" (2,610 tons) Capt. M. Oyama, Oct. 19, 22

For Tsingtau, Tientsin and Dairen
"KEELUNG MARU" (1,569 tons) Capt. T. Kamashi, Nov. 4, Nov. 7

For Poochow, Keelung and Takao
"KEELUNG MARU" (1,569 tons) Capt. T. Kamashi, Nov. 2, Nov. 5

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to—

H. YAMAUCHI,
Manager, **OSAKA SHOSEN KAISHA**
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tels. 4047, 4234.

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai
Furniture and Curies Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
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CANADIAN PACIFIC

OCEAN SERVICES LIMITED



QUICKEST TIME ACROSS THE PACIFIC

It is not too early

to plan that Christmas Trip Home. At present rates of exchange the round trip fares in Mexican from Shanghai to the destinations shown below are approximately:

Vancouver	\$546.12	St. Louis	\$689.57
Seattle	557.21	Toronto	724.62
Portland	574.13	Buffalo	729.47
San Francisco	629.33	Montreal	750.38
St. Paul	670.94	Boston	753.05
Chicago	697.30	New York	750.28

Fares to other destinations quoted on application.

We have a big "Empress" leaving the latter part of November which will get you home two weeks before Christmas. Returning, you can leave Vancouver about the middle of January, arriving in Shanghai early in February.

For further information regarding passenger fares, sailings, etc., apply to

G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading, quotation of freight rates, etc., apply to

L. E. N. RYAN, Agent.
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 151.

T. K. K.

TOYO KISEN KAISHA
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FOR HONGKONG DIRECT

PROPOSED SAILINGS FOR SAN FRANCISCO.

TENYO MARU	22,000 tons, from Shanghai,	Oct. 29 1917
SHINYO MARU	22,000 tons, from Shanghai,	Nov. 26 1917

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Agent.

North China Insurance Co.'s Building
(Entrance, 71 Szechuen Road.)
Phone No. 3229.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO

VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU
NOV. 19, JAN. 29, APR. 13,

AN UNSURPASSED HIGH-CLASS PASSENGER
SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG

NOV. 6, JAN. 17, MAR. 31,

G

Business and Official Notices

SHANGHAI GOLF CLUB

NOTICE is hereby given that in accordance with Article XI of the Rules and Constitution, the Annual General Meeting of Members will be held in the Shanghai Pavilion on Thursday, 25th October, at 5.30 p.m.

Members desirous of serving on the General or Balloting Committees should send their names to the Secretary, not later than noon on Monday, 22nd instant.

By Order of the Committee,
H. H. FOWLER,
Secretary.

15574

Central Building

FORMERLY

OLIVIER BUILDING
18 NANKING ROAD

furnished rooms, with bathroom (h & c water), electric light and attendance.

15575

Think Beyond Your Job

"There is not a man in power at the Bethlehem Steel Works today," says President Charles M. Schwab, "who did not begin at the bottom and work his way up."

Charles E. Lehr was one of the many thousands of employees. He out-thought his job. He enrolled for an I.C.S. Course and studied in spare time. Today he is Chief Engineer of Construction of the largest munitions manufacturing plant in the world.

With the skillful assistance of the I.C.S. you can, in your own home, in your spare time, receive the kind of training that insures definite, progressive advancement in salary and position.

In the list below make a mark (X) before the training YOU want.

THE INTERNATIONAL CORRESPONDENCE SCHOOLS offer 282 Courses of Thorough Practical Salary-Raising Training

Tear out this notice. Write your address on the margin. Also write the training that interests you if it is not in the above list. You will promptly receive catalogue and full information. Address

Office No. 15
(China Agency I.C.S.)
111 NANKING ROAD,
SHANGHAI.

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, pure and delicious and always gives satisfaction.

"Meadow" Brand

An excellent Butter for the table. May be used as first class cooking.

"I.X.L." TASMANIAN JAMS & FRUITS

Finest quality—made from only the finest selected fruit and pure cane sugar. Large assortment to select from.

TO BE OBTAINED OF ALL STOREKEEPERS.

Tinned Butter

"ROSE" BRAND

and

"BUTTERCUP" BRAND

Finest Australian

Imported by

GEDDES & CO., LTD.

Tel. 346. 5 Peking Road.

TO TEACHERS

For details of Art Prize Competition for Middle and Primary Schools see the Educational Directory of China, 1917, price \$3, on sale at Ed. Evans & Sons, The Mission Book Co., Commercial Press, Kelly & Walsh. \$90 in prizes can be won.

15578

PLEASE NOTE!!!

Monday, Tuesday

and

Wednesday

are

The last 3 days

of

Hill's Bazaar

where you have the opportunity to purchase

New Winter Outfitting Goods

at less than Market Prices

HILL'S BAZAAR

119 Szechuen Road.

NOTICE

The undersigned has today taken charge of the Eden Dispensary. All communications concerning same please address

DR. JAMES YUKING,
F129 Bubbling Well Rd.
October 8th, 1917. 15557.23.

The Cheng Rubber Estates, Limited

NOTICE is hereby given that the Seventh Annual General Meeting of Shareholders of the above Company will be held at the Head Office, 71 Szechuen Road, Shanghai, on Wednesday, the 31st day of October, 1917, at 4.30 p.m., for presentation of the Report of the Directors and Accounts to the 30th June, 1917, and the transaction of the ordinary business of the Company.

The Transfer Books of the Company will be closed from Friday, the 26th, to Wednesday, the 31st October, 1917, both days inclusive.

By order of the Board of Directors,
HUGO REISS & CO.,
Secretaries & General Managers.
Shanghai, 20th October, 1917. 15560

NOTICE

NOTICE is hereby given that we have today handed over the Agencies of the Royal Mail Steam Packet Company and "Shire" Line to the "Glen" Line Eastern Agencies, Ltd.

JARDINE, MATHESON & CO., LIMITED.
17th October, 1917.

NOTICE

"GLEN" LINE, LTD.,
Royal Mail Steam Packet Co.,

"SHIRE" LINE,

Royal Insurance Company.

NOTICE is hereby given that we have been appointed Agents for the above mentioned Companies.

"Glen" Line Eastern Agencies, Ltd.
H. M. TIBBEY,
General Manager for China & Japan, 5 Canton Road, Shanghai.
17th October, 1917. 15549

Have you tried our

"UPPER CRUST"

Rye Whiskey?

— THE WHISKEY —

— OF QUALITY —

Phone 2021

GARNER, QUELCH & CO.

WINE MERCHANTS

73 Szechuen Road

ANNOUNCEMENT

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NO. 20 NANKING ROAD,

Flat No. 4.

Ladies' blouses and lingerie.

Children's clothing a speciality.

"V" MODES

No. 20, Nanking Road.

15520

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Light and Dark

The choicest product of the oldest lager beer brewery in the United States.

Try it once and you will buy it always!

C. EDDIE & CO.

1132-33 Broadway

Tel. North 639 15492.

American Grape Fruit

Potatoes

Oranges and Lemons

Smoked Cod's Roe

75 cents per lb.

American Salt Mackerel

60 cents each

Salt Anchovies

50 cents per lb.

Motor Delivery Service

C. EDDIE & CO.

1132-3 Broadway, Shanghai

Telephone North 639

"For Indecision brings its own

delays, and days are lost

lamenting over lost days. Are

you in earnest? Seize this very

minute. What you can do, or

dream you can, begin it. Boldness

has genius, power, and magic in

it. Only engage, and then the

mind grows heated. Begin, and

then the work will be completed."

WIDLER & COMPANY

CHUNGKING, WEST CHINA

Born 1916—Still Existing.

ZUNG LEE & SONS, (W. Z. Lee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

SATISFIED CUSTOMERS

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NEVER SATISFIED

THEY ALWAYS RETURN TO

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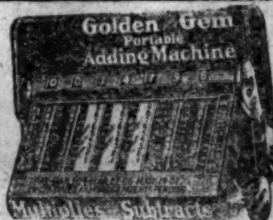
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DELICIOUS

"BLUE RIBBON"

TINNED FRUITS

TELEPHONE WEST 641 FOR A TRIAL ORDER



ADDING

AND

LISTING

MACHINES

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Deliver absolutely pure MILK & CREAM Twice Daily

Guaranteed Unadulterated: Telephone West 9423

15486

Trade with us and save money.

We have solved the problem of economic living by selling foodstuffs in bulk, eliminating expensive packing.

Our freshly arrived assortment

OF

Butter, Cheese, Salad Oil, Vinegar, Coffee, Cocoa, Honey, Nuts, Jams, Cereals, Herrings, Salmon, Olives, Sausages and Pickles

is unequalled in quality and price.

We also carry a stock of selected wines and liquors, at reasonable prices.

It will pay you to visit our store at
12 Nanking Road, or at 768 Broadway.

I. SHAININ & CO.

Telephone orders to 18-9.

HSIN SHUN PAO, LIMITED

Notice is hereby given that Mr. Shih Tze-pei has been appointed Managing Director of the above Company.

By order of the Board.

E. C. PEARCE,

Chairman.

15565

NOTICE

NOTICE is hereby given that from the 21st day of October, 1917, my business connections with the Burlington Hotel, Shanghai, and its proprietor, Mr. Liu Men Tzor, cease.

HUGO REISS.

15567

Prof. I. K. Seto
EXPERT MASSEUR
(15 years practice in America.)

Electric and Steam Vapor and TURKISH BATHS for ladies and gentlemen. Hours from 10 a.m. to 12 p.m. 25 North Szechuen Road, opposite Quinsan Road, Shanghai. 15538

Other Business and Official
Notices will be found on
Pages 17 and 19

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

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WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482

Nos. 8 & 11 Quinsan Gardens

Phone 1945

In No. 11, facing park, a large bedroom with closed verandah and sitting room combined. Bathroom attached. Suitable for small family

Oriental House

31 Boone Road

One large room and one large attic room, well-furnished, bathroom and verandah, moderate prices. Table under the personal supervision of the American proprietress. 15268

CENTRAL. Vacant, comfortably furnished south room, bathroom, geyser and shower attached. Quiet and convenient. Moderate terms. Apply Box 275, THE CHINA PRESS.

TO LET, central, near Bund, newly-furnished, two-roomed flat, with separate entrance and modern bathroom. Board if desired. Apply to Box 272, THE CHINA PRESS. 15571 O.21.

A SMALL nicely furnished room, one minute from the Bund. Breakfast if desired. Apply to Box 270, THE CHINA PRESS. 15569 O.21.

TO LET: In a neutral family near the New Park, a furnished flat of two rooms, or singly with bathroom and verandah attached. Board optional. Apply to Box 271, THE CHINA PRESS. 15570 O.22.

FURNISHED: a lovely flat to let in town, from 1st November. Apply to Box 265, THE CHINA PRESS. 15555 O.21.

TO LET, 78 Bubbling Well Road, large front room with verandah and bathroom; also one attic room. Terms moderate. Telephone West 891. 15546 O.25.

TO LET, comfortable furnished bedroom, with board; also attic room, at moderate terms. 12A Quinsan Gardens. 15538 O.21.

TO LET, with board, furnished room, bathroom and verandah attached. Plain but excellent cooking. Please apply 31 Carter Road. 15529 O.23.

LARGE front room, suitable for two, bathroom and verandah attached, also small rooms. Good board and attendance. 1 Young Allen Terrace, opposite Quinsan Gardens. 15494 O.21.

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai. 15467

APARTMENTS WANTED

WANTED, bedroom, with board, in quiet, private, Allied house or family. Moderate terms. Apply to Box 264, THE CHINA PRESS. 15554 O.21.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o. 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane. 15445 O.21.

EDUCATIONAL

COOKING. Lady desires lessons in plain cooking; own house, if necessary. Write, stating terms, to "Cuisine," c/o THE CHINA PRESS. 15579 O.24.

ALLIED educated lady would like to take charge of household, or motherless home. Apply to Box 260, THE CHINA PRESS. 15539 O.21.

OFFICES TO LET

OFFICES FOR RENT: Office flat, No. 1 Hongkong Road, 2nd floor. Self-contained, 7 large, bright, airy rooms, with north light. Early occupation. Very reasonable rental. For terms apply on premises. 15920

SITUATIONS WANTED

EXPERIENCED lady stenotypist (British) requires secretarial position. Good home education. Apply to Box 266, THE CHINA PRESS. 15556 O.22.

RUSSIA: Young neutral, with knowledge of export and import business, and knowing the English, Russian, German and Scandinavian languages, seeks employment with firm having future prospects in Russia. Apply to Box 262, THE CHINA PRESS. 15547 O.19.21.

SITUATION VACANT

WANTED, by an established American law firm, a competent interpreter. Apply to Box 268, THE CHINA PRESS. 15561 t.f.

WANTED immediately, silk inspector, native or foreign, specially for pongees. Good salary to competent man. Apply to Box 269, THE CHINA PRESS. 15562 O.23.

WANTED, by American family, young lady to assist in care of two children. Apply to Box 250, THE CHINA PRESS. 15514

MISCELLANEOUS

WANTED to rent, a 7, 8, 9 or 10 H.P., 3 Phase, 110 volt, 50-cycle electric motor. Must have at once. Box 702 U.S.P.O. 15576 O.23.

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WANTED to buy one male Canton Chow dog or Fox Terrier (puppy). Particulars to Box 274, THE CHINA PRESS. 15550 O.24.

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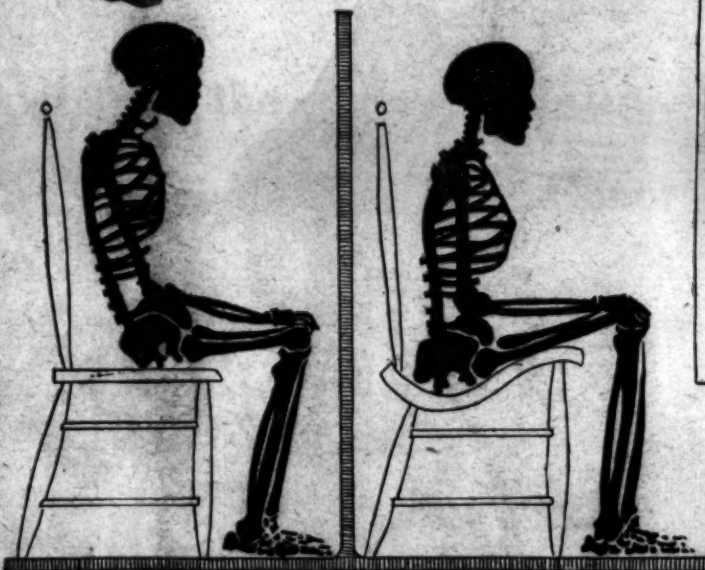
Miss Dorothy Kiewer in the Midst of One of the Setting-Up Exercises Which Dr. Hutchinson Recommends as an Important Means to the Attainment of a Graceful and Efficient Posture.

Perfect Posture and Feet as Aids to Success

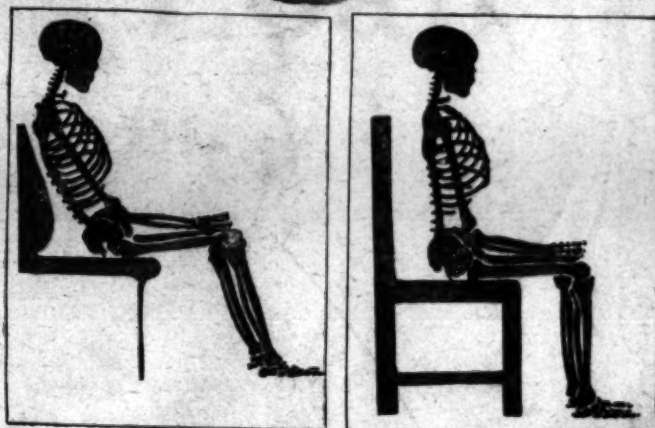
Dr. Woods Hutchinson Explains How the Way You Stand and Sit Affects Both Health and Prosperity



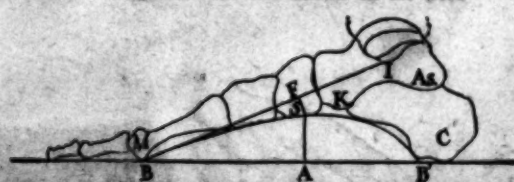
This Type of Shoe Gives the Foot Plenty of Freedom and Runs No Risk of Crippling It for Life.



On the Left, a Chair, by Injuring Your Sacro-Iliac Joints, Makes Perfect Posture Impossible. And (on the Right) the Style of Chair Which Science Declares to Be Not Only the Most Healthful but the Most Restful.



Even in an Unscientifically Constructed Chair It Is Possible to Assume a Correct Sitting Position (as Shown on the Right) Instead of the Incorrect and Very Harmful One Shown on the Left.



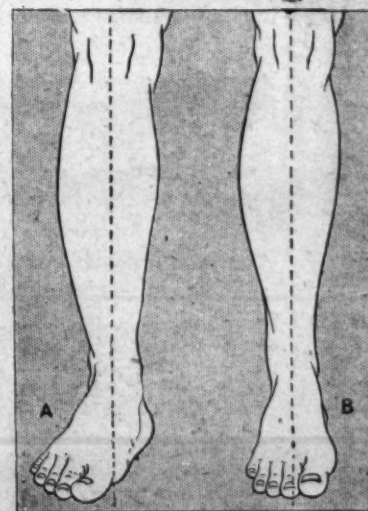
The Inner Arch of the Human Foot. Its True Height Is Measured by the Perpendicular Line (AS) Drawn from the Floor (BAB) to the Scaphoid Tubercle (S). In the Deformities Known as Flat Feet and Fallen Arches the Length of This Line Is Greatly Lessened.



Diagrammatic View of a Normal Arch. Its Height Is Measured by the Perpendicular Line (AK) Drawn from the Highest Point of the Arch (K) to the Line Joining the Bases (BB).



The Tight Fitting, Toe Binding Slipper of Fashion That By Pressure Against the Base of the Instep Causes Blood Congestion of the Entire Leg and Produces a Semi-Lameness



Flat Foot Is Due to the Leg's Being Rotated So That a Straight Line Drawn from the Middle of the Knee Cap Down the Crest of the Shin Bone Meets the Foot on the Great Toe or Inside It (A) Instead of on the Second Toe or Between the Second and Third Toes, as It Does in the Normal Person (B).

By Dr. Woods Hutchinson,
The World's Foremost Physician-Author.

IN spite of much sage advice to the contrary, we still judge heavily by appearances. He—and particularly she—who looks well, does well, in our working formula, whether we would openly admit it or not.

And there is a certain amount of truth in this widespread private conviction.

What we term a handsome face has usually eyes clear, bright and so shaped and placed as to see well, both as telescopes and microscopes; a nose straight and well expanded, so as to make a good breathing funnel; teeth white, regular and well set for both tearing and grinding; a jaw to match the teeth, and a mouth as well shaped and closed as the nostrils are opened.

We must frankly and regretfully admit that the converse is not quite equally true; namely, be healthy and you will be beautiful. On the contrary, there are luckless individuals who are fairly bursting with rude health, and yet whose "maps" are unbecomingly enough to arrest the proverbial time-piece. But they are the exception, and are usually suffering from the hygienic sins or poor eugenic judgment of their ancestors.

Nowhere is the connection between handsomeness and health, between grace and efficiency, more close and constant than in bodily posture or carriage. It is the very first thing that we think of and that our eye unconsciously looks for.

If a man is well set up, holds himself erect and moves briskly and smartly, we form a favorable opinion of him at once, whether as a friend, partner or employee.

A very large share of the old-fashioned military drill and training was devoted to training a man to carry himself well, to keep his shoulders back, his chest out, his stomach in, and assume a "soldierly" appearance.

Even our customary greetings reflect this idea. The graceful and expressive French tongue substitutes for our vague and commonplace "how do you do?" the phrase "How do you carry yourself?" The famous "Comment vous portez vous?" of our high school or "French in Six Weeks" days. And when you wish to express that a man is in good health and prosperous you say, "Il se porte bien"—He carries himself well.

As a man squarish with his shoulders, so is he, runs the revised version.

But when it comes to securing this good carriage, whether in boys and girls, in men or women, it sometimes happens that to aim directly for it is not the best or even the quickest way of gaining it. In our earlier attempts at physical training, whether as

physicians, drill sergeants or teachers, we relied far too much upon mere setting-up exercises, posture drills and admonitions to children to hold up their heads, turn out their toes and sit up straight in their seats.

Even such absurdities as braces and harnesses to hold the shoulders back; high collars and stocks to keep the chin up; back-boards and straight-backed chairs to hold the back flat and straight, were widely used and relied upon.

But gradually it dawned on us that we were simply confusing cause and effect; in the case of a bad carriage symptom and disease. While a good carriage promotes and increases health and vigor, the real reason eight times out of ten why the well set-up man or boy carries himself well is that he is well—muscles hard and well-developed, appetite good, heart elastic and adequate.

The only way to insure a permanent good carriage is to put the whole body in vigorous health and keep it there. Children particularly do not slouch and hump their shoulders, or shuffle when they walk, or stand badly without some definite cause or positive disease condition. Least of all do they do so out of sheer perversity or insubordination.

Every limp, every slouch, every hoisting of one shoulder or standing on one leg in a child, means discomfort, disease, or defect, and it is the business of the school doctor, the physical instructor and the intelligent teacher to find out that defect and correct it.

Seven or eight years ago a very interesting and useful organization was formed, something along these lines, known as the American Posture League. It was organized by physical instructors, teachers and medical inspectors in the public schools. They had found by long experience that while setting up drills and posture exercises were helpful to the children, both in themselves and because the exercise they involved improved the appetite, the circulation and the sleep, yet that there were other underlying causes for poor posture in children, which must be attacked before the best and most permanent results could be obtained.

Their purpose in organizing was, first, to study and investigate on a large scale what these causes were and then work and agitate for their removal.

Some of their results have been valuable and most useful already. Finding, for instance, that a great deal of bad walking and standing postures in children were due to ill-fitting shoes, they have carefully studied and measured thousands of children's feet and recommended entirely new and different shapes and types of shoes, shoes that should really fit the feet, instead of simply the

family pocketbook. The parental idea of pretty pedal extremities.

Another cause of bad sitting position and fidgetiness in children was the shape of the seats and chairs they were chained to; which, when compared with the actual proportions of the human body, were found to be absurdly ill-fitting and unsuitable.

Finally, they found that while properly fitting clothing, particularly coats and jackets could not pull forcibly the shoulders back into good position, badly fitting coats too tight across the chest and too loose in the back could do much to prevent their settling back into the normal and healthful squareness.

And beside posture there are the feet. Of course we have long known that no other animal in captivity is treated so cruelly as our own feet. Instead of allowing them to run wild and wide and free, striking the bosom of mother earth with a firm, tireless, elastic beat, "which eats up the long miles like fire," we jam them into leather boxes, whittled to a point in front, cramped on the sides, jacked up absurdly behind from one to three inches, to give an arched and elegant appearance. Our chief aim and ambition apparently being to conceal the fact that they are feet.

As a great concession to the feelings of the feet themselves we have straightened the inner border of our shoe-cuffs a little, loosened them slightly across the tread, and lowered them at the heel. Yet we wonder why our ungrateful feet are still dissatisfied.

The American Posture League made careful measurements of several thousand feet, both civilized and savage, shod and barefoot, with the interesting result of finding that after their length, breadth and curvature of inner and outer borders had been taken, there was another marked difference in the feet, and that was in the direction of their balance.

Taking the part of the foot which is most nearly fixed—that is, the heel, or hind third—and drawing a line exactly through the middle of this, and then extending forward through the toes, it was found that this divided feet into three types—one in which the greater part of the foot lay inside of this line, and which were called inflared feet; those in which most of the foot lay outside of this line, or out-flared feet, and those which were equally balanced, on each side of the line, or straight feet.

About 15 per cent of all feet were found to be inflared, 55 per cent out-flared, and only 30 per cent, or less than one-third, straight. Yet such was our passion for symmetry and undeviating straightness of feet, if not of conduct, that all our stock shoes have been built for straight feet.

The League is taking the matter up with intelligent shoe manufacturers, and sets of lasts are being prepared to suit feet as to "balance" as well as mere length and width. The relief afforded, particularly to out-flared

feet, is said to be most grateful, and the intelligent work of this "Society for the Prevention of Cruelty to Feet" should be heartily encouraged.

Napoleon was a great proverb-maker as well as a great general, and one of his favorite axioms was: "A footsore army is half defeated." It stands to reason that if a soldier has sore feet they will develop into cold feet, in both senses of the term, in very short order, and he will pay more attention to where he places his feet than where he places his shots.

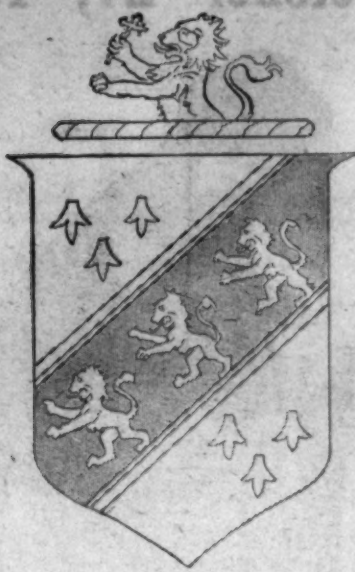
The French, remembering the proverb of their great general, are deriving much comfort from the fact that the recently captured German prisoners have very poor footgear, and the reports are that many civilians in Germany are going barefoot.

Our army has recognized the truth of the saying of "The Little Corporal," and has recently designed a shoe which experts claim is almost perfect. It conforms almost exactly to the shape of the foot, allowing plenty of toe room, in reverse of the usual custom of cramping them together. In outward form they just about "split the difference" between the customary shoe, with a toe the shape of a sad-iron, and the snub-nosed, hideous "health" shoe of former days.

The Government shows its appreciation of the value of proper footgear by keeping in stock ninety different sizes and shapes of shoes, and if any private in the army has feet which don't fit smoothly into some one of the ninety varieties they build a special pair for him.

Having fitted the soldier up with perfect footgear, the Government doesn't intend that he shall raise a bumper crop of bunions and blisters when making long marches by reason of poor socks. Every soldier is required to carry several pairs of rather heavy socks, and the minute that a single hole appears, or even a spot begins to wear through, they are thrown away, and under no circumstances is a soldier permitted to wear darned socks.

The feet of a soldier are almost, if not quite, as valuable as his head, for if either happens to be put out of commission in a battle he becomes altogether a minus quantity.



Nobility Gowns for Afternoon

By Lady
Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women. Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion. Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.



The Broad Border of Fur at the Hem of This Robe Is One of the Notes That Hints at a Season of Elaborate Dressing

By Lady Duff-Gordon
("LUCILE")

GOWNS have human qualities. There are gowns that bespeak frivolity. Others denote dignity. Some there are that with every rustle reveal coquetry.

To-day I am showing you a group of dresses that I term nobility gowns. Do you not think that they are eloquent of fine, noble purpose?

If, as I believe, the gown reacts upon the wearer, the woman who wears one of these costumes should reach an exalted spiritual height of mood.

Several characteristics these afternoon robes possess in common. A glance at them discloses that they are all one-piece dresses.

Characteristic, too, is the fact that the necks are cut moderately low. One of the bodices has the wide lines of the Greek robe at the neck.

A third characteristic is that the gowns are fashioned of what may be termed stable material.

The tallest of the figures is attired in a gown of velvet, gracefully draped somewhat above the waist line and falling in full, rich folds at the side and back. In blouse-like effect, very loosely, is draped the velvet brocade that forms the sleeves and short but pointed waist portion of the gown. The long, voluminous sleeves fall loosely over the hand. A collar of dark, contrasting velvet simply finishes the garment, and is carried down to a graduated point at the waist line in front.

The second gown combines three fabrics—satin, velvet brocade and fur—into a truly noble gown. The wide sealakin band that is used as a border at the hem of the gown gives an effect of exceeding richness to the costume.

Velvet and silk, heavily worked-out with a design of metallic embroidery, are the fabrics with which the third and simplest of the nobility gowns is built.

A One-Piece Gown of Simple Lines, but Sumptuous Material, That Indicates the Trend of Taste for Autumn Robes

This Arrangement of the Embroidered Silk, in Combination With Velvet, Lends the Nobility of the Long Line



American Liberty Loan

The Subscription List of the Liberty Loans of 1917
will be a National Roll of Honor

Liberty Bonds are better than cash.

They earn 4% interest per annum.

They can be sold at any time and can be paid for in instalments. You can always borrow money on them.



When you buy Liberty Bonds you are not parting with your money. Your investment simply represents money loaned to your country, and it is paying you for it.

They will help to shorten the war. They will also help to establish
"LIBERTY THROUGHOUT THE WORLD"

AMERICA is at war and the Government needs money with which to carry on the war to a successful conclusion.

This money is used for manifold purposes: For payments to the gallant soldiers and sailors; for building war ships; buying guns, ammunition, clothing, medicines, ambulances, food; and last, but not least, to assist in financing some of the Allies.

This money can only be secured by selling bonds, and the American community in Shanghai now have the opportunity of assisting their Government materially by purchasing the bonds which are now being issued.

These bonds bear 4% interest per annum, and arrangements have been made with the International Banking Corporation by which subscribers can purchase their bonds outright, or, should they so elect, on the partial payment plan.

On the partial payment plan a subscriber can pay not less than 20% cash and the balance within 6 months, and for the first ninety days after your subscription the bank will charge interest at the rate of 4% per annum, renewal according to conditions then ruling.

This partial payment plan puts it in the reach of every American in China to subscribe to some of these bonds.

This issue must be fully subscribed before November 1, and due to the delay in cables, all China subscriptions should be in the hands of the International Banking Corporation by October 25.

We all know the difficulties which have been experienced in doing business in China since this World War started, and which have been growing more acute as the war has gone on.

Prosperity and normal conditions will not return to China until we and the Allies are victorious, and to be victorious the governments of the respective nations battling with the enemy must have money with which to fight to a successful conclusion.

Now, let us see what you get for your money:

You get a United States Government Bond, a first mortgage on the whole United States—paying you steady interest at 4% per annum.

No investment you have today can compare in safety with these Liberty Loan Bonds.

If you have no cash but have investments, it is best for

you to go to your bank and borrow on your investments and put the proceeds in Liberty Bonds.

While it is true that these bonds only bear 4% interest, by a little calculation you will very readily see that when exchange returns to its normal condition you will have an investment of between 6 and 7%.

It is your duty, it should be and must be your pride and privilege to assist in this work.

Subscribe yourself to these bonds, get your friends to subscribe, talk about it, give it publicity, and let our friends at home—who are making infinitely more sacrifices than we out here realise—see that in these hours of travail we are not forgetting our country.

All you have to do is to go to the International Banking Corporation, arrange your exchange and subscribe for such bonds as your circumstances permit.

Subscriptions to this loan will be most welcome not only from Americans but from the nationals of our European and Asiatic Allies in this war.

Any member of the Committee will gladly render any assistance or give any further information desired, on request.

Hon. Thos. Sammons

Hon. Chairman

W. S. Fleming

Chairman

Paul McRae: Dr. W. H. Lacy: Calvin N. Caldwell

J. H. Ruffin: R. H. Gaither, Secretary

Committee



Automobiles

SHANGHAI, SUNDAY, OCTOBER 21, 1917

U.S. ENGINEERS PERFECT BEST AEROPLANE MOTOR

Designer Of Packard Engine
And Associate Locked In Room
Till Design Is Completed

Washington, D. C., September 12.—Perfection of the "liberty motor," the engine relied upon to drive American aeroplanes in their efforts to achieve supremacy of the air and open the way to Berlin, was announced by Secretary of War Baker today.

The secretary gave a dramatic recital of the process of evolving the vital mechanism, which began when two celebrated engineers who had never seen each other, locked themselves in a suite of rooms in a Washington hotel for five days while they designed a motor with speed, power, and lightness sufficient to make possible America's vast aviation program.

The two engineers were Jesse G. Vincent of Detroit and E. J. Hall of San Francisco, Vincent, who is a graduate of the International Correspondence Schools, is also the designer of the Packard Twin six.

The motor, Secretary Baker announced, has been given its final tests and approved. It is now up to the manufacturers to construct and assemble the standardized parts and turn out the 50.00 engines and the 22,000 planes for which congress made an initial appropriation of \$600,000,000. The aim of the government is to have several thousand completed aeroplanes, manned by American fliers, ready for action on the western front when the 1918 campaign opens next spring.

To further the construction program, the senate today passed the house bill legalizing the aircraft production board under which the manufacture of the planes and motors will be carried out in scores of factories.

Secretary Baker, in a statement today said:

"I regard the invention and rapid development of this engine as one of the really big accomplishments of the United States since its entry in the war. The engine was brought about through the co-operation of more than a score of engineers, who pooled their skill and trade secrets in the war emergency, working with the encouragement of the aircraft production board, the war department and the bureau of standards.

"The story of the production of this engine is a remarkable one. Probably the war has produced no greater single achievement.

"Two of the best engineers in the country, who had never before seen each other, were brought together at Washington and the problem of producing an all-American engine at the earliest possible moment was presented to them. Their first conference, on June 3, lasted from afternoon until 2.30 o'clock in the morning.

"These two engineers were figuratively locked in a room in a Washington hotel and charged with the development of an airplane motor for use by American aviators over the battlefields of Europe. For five days neither man left the suite of rooms engaged for them. Consulting engineers and draftsmen from various sections of the country were brought to Washington to assist them. The work in the drafting room proceeded continuously, day and night. Each of the two engineers in immediate charge of motor development alternately worked a twenty-four hour shift.

The great problem that confronted Government experts was one concerning motors. French and British motors, though light and speedy, were outclassed by those of German manufacture. It was up to this country to produce a motor superior in every respect to the German motor, and Yankee ingenuity rose to the occasion. The result is the new Liberty Motor which produces 275 horsepower at a deadweight of 1.8 pounds per horsepower. The German product cannot touch that figure. Jesse G. Vincent, and E. J. Hall, Francisco, are the successful men. They did what our Allies could not do in turning out a motor weighing far less in proportion to power output than the best motor of the Germans. This means that the American airplane will be able to outspeed and outmaneuver the speed of European machines and eventually bring victory to our cause.

MEETING WINTER NEEDS OF ALL MOTORING CLASSES

The Thirty-first Of A Series Of Articles By An Expert
For The Automobile Owner

By Walter Shields

The coming of autumn inevitably produces a division of the ranks of American motorists into three distinct classes. First there is the hardy soul who defies the snow and sleet and cold and drives all winter long. Then there is the "trimmer" who keeps his car in commission and motors at intervals, and finally there is the timid owner who foregoes motoring during the inclement weather and puts his car up until spring sunshine again calls him forth into the highways. Now each of these separate classes has certain jobs thrust on him at this time in connection with the next few months of his car's existence and we shall endeavor to indicate briefly what each should do in preparation for the future.

The car that is to be driven all winter must have certain attentions given it now if it is to stand up under the strenuous work ahead. For instance the lubrication system will need going over, and all points into which water may work its way should be carefully sealed. The rear axle housing, the transmission housing and similar reservoirs for lubricant should be drained and after being flushed out with kerosene should be refilled with oil of a slightly lighter body than that used during the summer. Many car owners find that a medium grade of cylinder oil or a special winter gear oil makes the best lubricant for these parts during cold weather. Parts of the mechanism, like the steering connections, the universals, &c., which are in exposed locations, ought to be thoroughly cleaned, well lubricated and then have some kind of a waterproof cover placed over them.

After the storms of autumn once set in and all through the winter the tires will need careful watching and attention. Large tread cuts are likely to develop at any time, and these should be plugged at once and vulcanized at the end of the day's run.

Remember that the battery requires different handling in winter than in summer. For instance, if the gravity of the electrolyte is permitted to get too low there is a great danger that the fluid will freeze, which will permanently destroy the entire battery. In very cold weather it is even advisable to place the battery in a woollen bag or, better still, in fur of some kind.

It seems a bit premature at the present moment, but we must look ahead to the not distant snappy mornings when the motor will develop a decided disinclination to start. To assist the reluctant engine there are several things that may be done. First the battery must be placed in perfect condition, fully charged and kept up to its work. Then it is advisable to install some easily operated priming device which has dash control. Finally the carburetor must be so adjusted that it is capable of meeting the weather conditions with which it must cope.

The priming device, which may be obtained in any good accessory store, though a list of the best will be forwarded upon request to the automobile editor accompanied by a stamped envelope. The primer will be filled with some highly volatile fuel, a high test gasoline, or, better still, petroleum ether. By injecting a little of this sensitive fuel into the combustion chambers an explosion is readily induced and the engine is started.

Further, a garage heater is almost a necessity, as it obviates draining the car each night, and furthermore leaves it in condition to be started, even though the night has been a bitter one. Of course, the motorist who uses his car all winter will fill the radiator with an anti-freeze mixture, and directions for making compounds of this kind will be given below.

For the car owner who purposes to drive all winter and for the man who drives only occasionally a heater for the car is necessary, whether the vehicle be open or closed. There are many sorts of car heaters on the mar-

ket. This type of owner will require a priming device to assist him in getting the motor started when he does want to use car, and he must be very careful of his battery, which is more likely to injury than that of the man who uses his vehicle every day. When the battery is lying idle it deteriorates almost as rapidly as if it were in use, giving out current and being recharged. When the battery is "resting" it should be regularly given water to make up for evaporation and should also be recharged at set intervals. Recharg-

ing every four weeks will keep the battery in good shape.

For the man who regularly puts up his car for the winter the question is one of careful preparation. To begin with, the wheels should be jacked up off the floor, all four of them. This to relieve them of load. The tires should be thoroughly cleaned and then covered with cloth to exclude the light, which exercises an injurious effect upon rubber. The water should be drained from the cooling system, and if an anti-freeze solution has been in use it may be kept in a glass container for future use. If the running gear, the steering gear, wheels, &c., are muddy, they should be carefully cleaned. All parts that are likely to rust should be covered with vaseline or cup grease after they have been cleaned. The clutch should be dis-

engaged and a board may be used to hold the pedal so that the part remains out of engagement.

The tires had best be removed from the rims and then the tubes should be taken out of the casings. Both tubes and shoes should be thoroughly cleaned and the former should be inflated sufficiently to give them shape. Both tires and tubes should then be wrapped in cloth and placed in a dark room or closet which is dry and not too warm. The rims should receive a little attention in the shape of a coating of graphite grease to prevent rust forming. The wheel studs which hold the rims in place should be treated to a dose of graphite.

The battery of the car stored for the winter had best be removed and left with the service station until spring. If the battery is left on the car the garage must be heated and

the generator must be run to recharge the battery at fixed intervals of four weeks. In taking a battery to the service station it is best to ask for dry storage, in which case the battery is dismantled and the different parts are stored in that way, while ordinarily the battery is left just as it is and is recharged at fixed intervals.

The top of the car should be raised and thoroughly cleaned and the upholstery should be cleaned, dried carefully and then be covered with cloth. There may be obtained special paper containers, which can be used to cover the entire car, top and all, acting like a sort of tent. Naturally these help keep the vehicle from deterioration. A garage heater is valuable even when the car is put up for the winter because the raised temperature obviates injury to the varnished surfaces of the body.

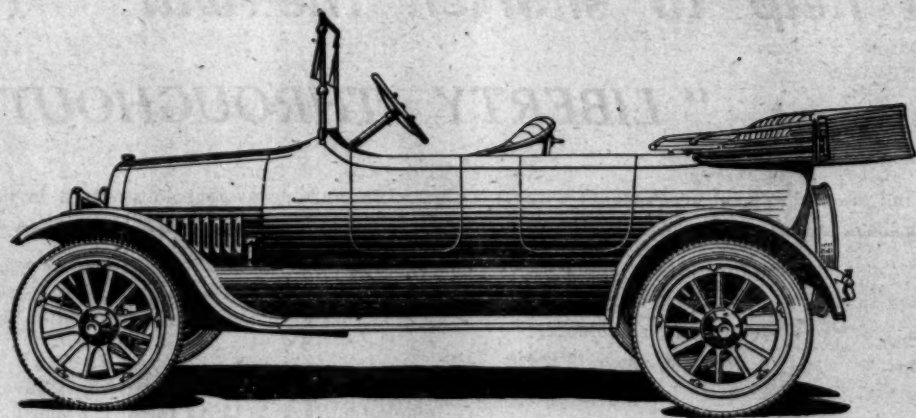
The matter of anti-freeze solutions, to which we referred above, leaves

some latitude to the individual motorist. In sections of the country where the cold is extreme the solution must be strong. There are a number of excellent patent compounds on the market which are all that can be asked, but the individual motorist may make his own solution just as well. The following are two anti-freeze mixtures, with the freezing points of various proportions:

Alcohol.		Glycerine.		Water.		Freezing point.
P.O.	P.C.	P.O.	P.C.	P.O.	P.C.	
7.5	7.5	85	20			
10	10	80	15			
12	12	76	10			
15	15	70	5			
16	16	68	15			
Denatured Alcohol.		Freezing Point.		Wood Alcohol.		Freezing Point.
P.O.	P.C.	P.O.	P.C.	P.O.	P.C.	
20	80	10	17	83	10	
40	60	0	24	76	0	
52	48	10	31	69	10	
63	37	20	38	62	20	

With the cost of
GASOLINE SOARING
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BUICK



The Economical Gasoline Consumption Car

H. S. HONIGSBERG & CO., INC.

SOLE DISTRIBUTORS FOR CHINA

OVERLAND MAKES FAST RUN TO TOLEDO

Covers The 702 Miles In 24
Hours And 10 Min-
utes

P. G. Scull, star salesman of the Newark branch of Willys-Overland, Inc., is believed to have established a new automobile touring record from Newark, N. J. to Toledo, in a sensational run which he made from his home to this city in an Overland Model 90 car in order to attend the big Willys sales congress which opened Tuesday.

Scull, with two companions—Edward J. Malone, a member of the Newark Willys-Overland sales force, and W. F. McNeary, automobile editor of the Newark Sunday Call, who acted as observer, left Newark at 3.40 a.m. Sunday and arrived at Toledo at 7.30 a.m. Monday. The distance travelled was 702 miles, with an actual running time of twenty-four hours and ten minutes, an average of approximately twenty-nine miles an hour.

Not one minute was taken out for mechanical repairs on the car, but three hours and forty minutes was deducted for unavoidable delays. The car lost two hours between Pittsburgh and Darlington, Pa., because of a road jam, twenty cars being lined up ahead of it on a narrow wet clay road, with a deep ditch on one side and a hill on the other. It was impossible for one car to pass the car ahead of it and there was nothing for the Willys-Overland tourists to do except await their turn and proceed when the leading car was started up. They unfortunately happened to be at the tail end of the procession.

Besides this delay, fifty minutes was taken out for a warm meal in Pittsburgh and another fifty minutes for lunch in Cleveland. Absolutely no tire trouble was experienced until the party was within fifteen miles of its destination, and the delay caused thereby was counted in with the actual running time.

Scull, who was in charge of the party, is a veteran transcontinental tourist. The feature of the performance, he said, was the fact that the party started out with no definite knowledge of the route to be covered and was compelled to depend absolutely on route book information. This was often erroneous, and on more than one occasion unnecessary detours were made.

The roads, with the possible exception of certain districts in Pennsylvania and the wet, sticky highway of Ohio, were in fairly good condition.

"The Model 90 deserves all the credit," said Scull at the factory Tuesday afternoon. "Few cars of any make, size or price would stand up under the gruelling strain that it did. When we left Newark Sunday morning we were told by experienced drivers that we would be lucky if we finished the trip in forty-eight hours. That was one reason why we set out to make a record. When we reached Toledo the car was in just as good running condition as when we left Newark, and if we are not too tired at the end of the boat trip we are going to beat this record when we go home."

Scull was one of five salesmen from the Willys-Overland New York organization to attend the sales congress. S. W. Fullerton from the retail store at Fifth street and Broadway, R. D. Newhall of Yonkers, Charles A. Phelan of Brooklyn and H. G. King of the Bronx branch were also among the honor salesmen to be entertained during the past week by J. N. Willys. These men are the "star" automobile salesmen of the country. Their total business for three months was more than \$180,000, or at the rate of \$144,000 a year each. These men together with the other honor salesmen of the Willys-Overland organization throughout the United States have been the guests of J. N. Willys, president of the Willys-Overland, Inc., in Toledo during the past week and took part in a four day cruise on the great lakes on one of the largest boats in the great lakes fleet, which was privately chartered by Mr. Willys for the occasion.

SOUTH AMERICA BUYS CARS

Big Increase In Purchases From United States In Past Year

The most remarkable increases in motor vehicle exports in the fiscal year ended June 30 are shown by purchases by Mexico and the South American Republics. Mexico's commercial recovery is indicated by an increase from \$409,700 to \$1,832,975 in the year. Argentina's imports reached nearly two and one half million dollars. Brazil's tripled. Chile's prosperity from her nitrate mines resulted in an increase from \$576,777 to \$1,982,538. The rest of South America took automobiles to the value of \$1,804,527 as against only \$498,911 the year before.

In addition to automobiles, the United States exported in the last fiscal year, 23,425 automobile engines valued at \$2,844,406, tires worth \$12,330,201, and parts worth \$27,284,932. This makes a grand total of \$133,417,782 of foreign automobile business done by this country last year.

Mistake In Age Gave 'Pat' Ryan Chance To Fight



PAT RYAN

When registering for the draft Pat Ryan, American national champion hammer-thrower and holder of the world's record, made a mistake of which he is proud. He gave his age as thirty-one, but a letter which arrived from Ireland contained his birth certificate and it showed that he is thirty-two.

"It's all right and I hope the year won't make any difference," said

Pat. "A man could not ask a grander death than on a French battlefield with the Stars and Stripes flying above him." The army outfitters will have some trouble providing a uniform for Ryan, for he fills a 52-inch coat, is 6 feet 4 inches tall and weighs 295 pounds. He will compete in the Metropolitan championships, but it is doubtful if he will represent the Irish-American A. C.

EVEN GYPSIES USE FORDS

Gypsies now drive Fords. The traditional gypsy horse trader, then, in the future, will probably develop into an expert manager of a travelling automobile exchange. Farmers who were always ready to talk horse with a gypsy with a view to a shrewd "swap" may now have an opportunity to dicker in "flivvers" and doubtless, may find it is possible to get the worst of the bargain, as before.

It was bad enough to lose the buffalo, to have the Jesse James boys and their like grow old and die without leaving any worthy successors; it was tough to realize that the cowboy is degenerating into an ordinary farm hand—a tender of cattle—but gypsies without horses—what next?

"It's a world of change, but a gypsy camp without horses seems like a wedding without a bride, playing poker with confederate money; 'Hamlet' without the melancholy prince in the cast.

Hints For Motorists

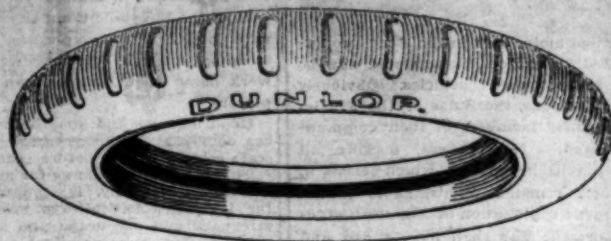
In testing the battery with a hydrometer the work should be done before adding water otherwise the solution will be diluted and wrong reading indicated. Also after filling with water bear in mind that it requires a little time for the water to mix with the rest of the solution. The water, being lighter than the other liquid, remains on top for a while so that if the hydrometer is used an hour or so after filling, it will suck up a weak solution which is not the true one.

Mounting Straight Side Tires

There still are many owners who have difficulty in mounting straight side tires. The proper method is to lay the rim on the floor inserting the valve stem of the tire in its proper place. The bead for ten inches on each side of the valve should then be forced in place as shown in the top illustration on this page. After getting the tire started in this way it should be forced in place further by stamping as shown in the middle illustration first on one side of the valve stem and then on the other. Stamping with the foot will enable the operator to easily "seat" the tire but often one must resort to the use of a tire tool. The ends of the rim may be brought into their proper

Ford Gives \$500,000 To U.S. Red Cross

Henry Ford may be opposed to war, but he is with the Government in its present argument with Germany. The Ford Motor Co. has donated \$500,000 to the American Red Cross and the gift is in the form of a credit upon the Ford factories for half a million dollars' worth of automobiles, ambulances and parts, as the Red Cross may designate. The Ford gift is particularly valuable in view of the fact that the Red Cross has assumed the responsibilities for the support of American ambulances in France where despite the large number of machines in service, many more are required. The Red Cross is the authority for the statement that machines will be accepted for service despite the rumor to the contrary.



DUNLOP REPAIRS

The success of Dunlop repairs is only equalled by the success of Dunlop tyres. The majority of motorists realize this to their immense satisfaction. The comfort and economy of a sound repair on top of sound original service are quite irresistible.

DUNLOP RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry

Phone 2248

20 Kiukiang Road, Shanghai

Cables: "Pneumatic."



FIRESTONE NON-SKID TYRES

The "Landmark" of Safety and Saving

The Firestone Non-Skid Track is the Universal Landmark because motorists long ago discovered its full meaning in security and economy.

The fact that a tread bears a "pattern" adds little or nothing to its road-grip value. Neither does a "pattern" indicate that the tread contains extra rubber or that it is worth any more than a smooth tread of the same make.

The Firestone Non-Skid is designed and built for service, not for show. The angles of the letters are scientifically designed to give maximum resistance to slip in any direction—and it has the most of these angles. The Firestone rubber is of a character to make these angles effective. The lively rubber is quick with its grip before the skid gets under way.

Note the thickness, then the shape of the Firestone Non-Skid Tread. The letters are beveled from the center out—extra thick where the wear comes.

Enjoy the insurance of the Firestone Non-Skid—put them on all wheels—all seasons, and at the same time have the satisfaction of getting

"Most Miles Per Dollar."

Shanghai Tyre Service Station

18, Nanking Road

FREE AIR SERVICE

TO THE MOTORING PUBLIC

TELEPHONE

CENTRAL 2239



BIG FOREIGN BUSINESS IS DONE BY PACKARD

Orders Come In From Hawaii,
China, Spain, Brazil And
Cuba

A surprisingly large number of orders for Packard Twin Sixes of the third series have been received from the Hawaiian Islands, Cuba, China, Spain, Brazil and Argentina, despite the fact that excepting in Cuba and Brazil even the dealers have not been the new cars. The sales have been made entirely on the Packard's reputation and the descriptive literature that has been sent out.

The policy of the Packard company on foreign business seems to have pleased all of the countries with which trade relations are being established. Fred Cardway, Manager of the Export Department, recently outlined the policy as follows:

"American manufacturers want the good will of foreign nations and foreign commerce. They do not intend by any means to build up export trade on the basis of present unsettled conditions which exclude European competition."

"The great brains of Americans acknowledge the necessity of keeping in closer touch with other nations, promoting better understanding and friendly relations."

"Americans know that they cannot buy good will, but they also know that they can earn consideration and friendship of other countries by doing the right thing."

"The Packard Motor Car Company, considering probable international developments and anxious to be a constructive factor in them, recently organized its export department. Visitors from foreign lands always find a friendly reception."

MIDGET BUYS MAXWELL

Shortest Man In World Deals With
Tallest Auto Salesman

The smallest man in the world owns a Maxwell car. Not only does he own it but he drives the famous motor vehicle.

Little Lord Roberts is the man claiming the honor.

He is just thirty inches tall.

Lord Roberts purchased a Maxwell after careful inspection of automobiles suitable to his size. He bought the car of the retail branch of the Maxwell Motor Sales Corporation at Albany, N. Y.

While the smallest man in the world was buying the car the sale was being made by the tallest salesman in the service of the Maxwell Company. A. S. Gilchrist, who sold the car, stands six feet four and one-quarter inches high.

It was an odd sight when Lord Roberts tilted back his head to gaze up at the tall salesman.

Gilchrist found it difficult to look straight enough downward to see his small customer. The two opposites hit it off well and closed a deal.

"When I walked into the Maxwell salesroom I expected to have to look up to the salesman, but did not contemplate stretching my neck at an angle to sight more than six feet," said Lord Roberts after making his purchase.

Extensions on pedals and levers were necessary before the midget was able to drive his car.

His first attempt at holding the wheel wasn't very encouraging. As he was going down the main thoroughfare, accompanied by a Maxwell salesman, the smallest man in the world was halted in his drive.

A "cop" believed the salesman was allowing one of his children to "monkey" with the steering wheel. Satisfactory explanation was made and Lord Roberts finished his first lesson.

After becoming familiar with the extension pedals and levers, Lord Roberts expects to challenge Ray McNamara, the Maxwell Company road engineer, to an inter-city road race.

HUDSON DOING ITS 'BIT'

"Economy has taken on a new meaning these days. With the national conservation of food, control of coal prices, and so forth it is only natural that we should hear of gasoline economy."

"The Hudson Super-Six is doing its 'bit' and every day we hear of new records in gasoline economy made by some of the 40,000 Super-Six owners," says Harry S. Houpt, President of the Hudson Motor Car Company of New York.

"Down in Arizona, a Hudson Super-Six owned by Charles Goldman has been operating since last October without a fan, and on a recent trip to Tucson Mr. Goldman averaged sixteen miles to a gallon of gasoline. In Winston-Salem, N. C., a Hudson owner averaged 17.6 miles on a gallon of gasoline with a Hudson speedster."

"Gasoline economy is not always demonstrated on the road. Fuel can be saved by never allowing the motor to run idle. All parts should be kept properly lubricated, and thus the gasoline is saved for actual driving and not for idling waste power."

IF—

If all the rest of the world owned motor cars in the same proportion to its population that the United States does, there would now be in use a grand total of 56,201,213 self-propelled vehicles. Obviously it will be some time before the Patagonians, the Zulus or the Fiji Islanders own a motor car for every thirty members of their community, as is the case today in our own land. Nevertheless, making all allowances for the relatively small purchasing power which exists in many of the foreign countries, the fact remains unmistakable that a vast export market awaits the energetic exploitation of American automobile manufacturers. When the present war shall have ended and the tides of commerce shall have returned to their accustomed channels, the demands of all mankind for more efficient living, will create market in other countries for at least 3,500,000 motor vehicles, which must largely come from the American automobile industry.

All this is clearly brought out in a little pamphlet recently published by the foreign trade department of the National Association of Manufacturers, which includes the following table, interestingly summarizing actuality and possibility. Of the three columns, the first represents cars actually in use in the various geographical divisions on the first day of the present year; the second column shows how many cars each country would have, if its automobile ownership were in the same proportion to its population as is the case in our own land. The third column holds an estimate of the number of cars each country ought to be able to support, taking into consideration factors of wealth, distribution, etc.

Division	Cars in use Jan. 1, 1917	Full parity with U.S.A.	Potential market outside U.S.A.
United States	3,500,000	3,500,000	
Canada and other North America	118,086	295,413	200,425
Mexico and Central America	5,744	710,100	29,785
South America	39,188	1,900,100	239,950
West Indies	11,394	301,000	27,200
Europe	487,558	15,583,300	2,408,860
Asia	27,758	28,876,300	372,675
Africa	24,178	4,513,700	100,875
Australasia and Oceania	55,340	521,300	238,000
Totals	4,219,246	56,201,213	3,617,570

Firestone Tire Co. A Great Enterprise

Some idea of the vast scale upon which the rubber industry is conducted in Akron, Ohio, U.S.A., can be gained from a description of the rubber tire works of the Firestone Tire and Rubber Company.

Seventeen years ago the Firestone Company occupied a small building of a few hundred square feet of floor space. Today the plant has 2,200,000 square feet of floor space and building construction now under way will add nearly 4,000,000 square feet.

When the company first began the manufacture of automobile tires, its output was only a few tires a day. Today it is more than 20,000 a day and soon will be 30,000. Its business is world-wide. Today it has fifty-one branches throughout the United States and in foreign countries.

The Company now employs more

than 13,000 persons. Ten thousand of these are employed in the home offices and factory at Akron, and the rest are employed at the branches and in the field. In 1916 the gross sales amounted to \$36,000,000.

The original capitalization of the Company was \$50,000. This grew steadily until 1916 when it reached \$15,000,000. During the period from 1900 to 1917, there were three stock dividends declared. They formed the foundation for many a fortune in the rubber city. Those who let their original investment with the Firestone Company have seen it grow to 320 times its original size.

The Company is the largest manufacturer of solid truck tires in the

world. It has one-third of the truck tire business in the United States.

How the Firestone Company takes care of its 13,000 employees is a striking example of the welfare work being done by American employers.

Good business and good humanity are combined in this program on a scale seldom if ever before reached.

This is no innovation as far as the Firestone Company is concerned, for its policy has always been to safeguard and encourage and assist its people in every practicable way. Plans long in making, however have recently come to fruition.

For example, a splendid club house which cost in the vicinity of \$350,000, equipped with swimming pool, bowling alleys, restaurants, reading and rest rooms and every other device for the comfort and pleasure of employees was dedicated about six months ago. One of the features of this club house is a beautiful auditorium which seats about 1,500 people.

In this auditorium lectures, entertainments and moving picture exhibitions are frequently given for the amusement and instruction of Firestone employees.

Only recently, too, a fine residence park, 500 acres in extent, was opened up for purpose of providing at moderate cost, attractive and convenient homes for Firestone families.

Incidentally, the company maintains a complete hospital with physicians and nurses constantly on duty, which services together with dental attention, are at the free disposal of all who are of this generous concern.

Incidentally, also, the company has set aside the not especially incidental amount of \$1,000,000 as an employees' welfare fund.

Perhaps the crowning feature of all these enlightened moves for the health, happiness and prosperity of Firestone workers was the opportunity extended to them to become stockholders in the company. A large amount of stock was set aside for this purpose and sold to all employees who cared to take advantage of this opportunity at a figure which represented only about two-thirds of its actual market value, and on terms so easy as to be within the

reach of all. The high regard in which the employees hold the company, and their faith and confidence in it, are well demonstrated by the fact that over 90 per cent of them were only too glad to take up the stock allotted.

The two-fold benefit of this distribution of stock among employees is self evident. Workers who actually own a part of the business in which they are engaged naturally will put in more thoughtful, earnest and effective efforts than they otherwise would. Thus the standard of quality will be upheld and the company will benefit in direct proportion to the merit of its products. On the other hand the owning of stock in the company will give employees a greater sense of responsibility, will encourage thrift and will add to their prosperity.

All these humanitarian activities are largely due to the foresight and personal interest of H. S. Firestone, founder and president of the company. He looks upon each Firestone worker as a liability as well as an asset. He regards it as the privilege as well as the duty of the company to make its employees better, happier and more prosperous. And Mr. Firestone's spirit pervades the whole organization. The result is a sense of personal responsibility, genuine interest and a unanimity of purpose which go far to account for the remarkable success this company has had.

Mr. Firestone and the other officials of company were very careful to disclaim any intention or desire to pose as philanthropists. It's good business, they say, to do all these things. And good business it evidently is—but isn't it something more?

Don't Race The Motor

When you are tempted to open the throttle and race the motor. Don't! Of course, we refer to racing the motor, when the car is still and clutch is disengaged. This is far more injurious to the motor bearings and other parts, than driving the entire car at high speed. When the motor is raced, and is running free, all the

power is expended in heat, friction, and vibration. So, just think of the twenty odd horse power of the Ford motor being expended in pounding the soft babbit metal bearings out of shape. Some new owners of Ford cars may think that racing the motor will make it run better. It does not, it is much more likely to break it up. The way to make it run better is to run gently at slow speeds. This is constructive thinking, racing the motor is destructive.

We seldom hear Ford motors raced, except sometimes momentarily, in the Ford factory branches. When they wish to test a motor, with the car standing still, they usually apply either the slow speed, or reverse, and brake pedals simultaneously, and thus give the motor something to pull against. This keeps down the speed, when the throttle is opened wide. If we took a car of ours to a repair shop, where they persisted in racing the motor, we would be inclined to think that they were trying to make work for themselves, and we would take our car where it would receive more consideration. Racing a motor, and beating a horse with clubs, are neither humane nor sensible, and one is just about as bad as the other.

Motorcycle riders, as a class, seem to be addicted to racing the motors of the machines. Also, motor cycle riders, as a class, seem to have more than their share of motor troubles. Why?

Racing a motor is apt to loosen bolts and nuts, which would not otherwise become loose in the course of years of ordinary running. Racing the engine is more apt to make weak points in the motor, than to find those already existing. Why indulge?

Carburetor adjusting can be best done on the road, for an adjustment that will give the maximum motor speed, with the engine running free seldom gives the best results when pulling the car along a level road, or up hill.

The test of motor performance is not, how fast will it run, but rather, how smoothly and steadily it will run with the throttle almost closed, and how well the motor will pull on a hill.

The centrifugal force, which is exerted on the fly-wheel, the mag-

neto, the big ends of the connecting rods, the crankshaft, and other rotating parts, is according to the formula where W is the weight in pounds, R the radius expressed in feet, and N the number of revolutions per minute. Now the significant fact in this formula, is that the centrifugal force increases as the square of the number of revolutions. In other words, the forces tending to hammer the bearings out of shape at 2400 revolutions per minute—easily attained by racing the engine—are not only four times as great as those of 600 revolutions—which is a normal running speed—but the centrifugal forces are actually sixteen times as great at the higher speed. And sixteen times as much is certainly some difference. Thus theory and practice concur in saying, when you feel like racing the motor: Don't!

'Save The Gas' In Slogan

The National Automobile Chamber of Commerce has started a very strong move for the conservation of gasoline. At this time there is plenty of gasoline, and the danger of shortage is not immediate, but a year from now army needs in this country and abroad may cut down our supply if we do not now begin to save. All owners of automobiles should join this campaign by correcting a few items of waste. A tremendous saving can be made by the practice of little economies. Bear these few points in mind:

Do not use gasoline for washing or cleaning.

Do not spill gasoline or let drip when filling.

Do not allow the engine to run when the car is standing.

Have carburetors adjusted to use leanest mixture possible—a lean mixture avoids carbon deposits.

See that piston rings fit tight.

Protect the radiator in cold weather.

Keep tires fully inflated.

Keep down to normal speed.

Change gears rather than climb hills with a wide open throttle.

Reduce the amount of riding for mere pleasure.

Insure Your Motor-Car



with the

Java Sea and Fire Insurance Company

8b Kiukiang Road: Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES



FOR SALE

A
Large Number of

NEW AND SECOND-HAND CARS

at prices to suit everybody.

LANDAULETTES, LIMOUSINES, ROADSTERS,
TOURING CARS, 2, 4, 6 AND 8 CYLINDERS;

of well-known

French, British and American makes.

TRIAL TRIPS MAY BE ARRANGED BY APPOINTMENT.

AUTO CASTLE 228, Avenue Joffre

(opposite French Fire Station)

Tel. Central 402

Willys-Overland

Motor Cars

Permanence

When an institution, almost from its inception, takes the commanding position in its field—

And when that institution maintains that commanding position without interruption over a series of years—

Then you may be assured of that institution's integrity—both as to its product and its dealings with the public.

From an annual output of 465 motor cars nine years ago the Willys-Overland Company has grown steadily, and this year its dealers have contracted for more than 200,000 motor cars.

Its net resources have grown in that time from a little more than £10,000 to more than £13,600,000.

This year the Willys-Overland factories

are building the most comprehensive range of models ever produced by any one motor car concern.

They include Fours, Sixes and an Eight Cylinder.

If yours is a family of average size, you will be particularly interested in either the Big Four-cylinder Overland touring car, finished in a rich brown, or the Light Four touring car, finished in black. These two models exemplify the remarkable values characteristic of the entire group.

When you buy any motor car in the Willys-Overland group you are assured by our commanding position in the industry—by our unequalled facilities and resources—of integrity of value in your motor car throughout the whole period of its performance in your service.

A WIDE RANGE OF MODELS

Big Four-Cylinder Overland

5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
3-Passenger Touring Sedan

Light Four-Cylinder Overland

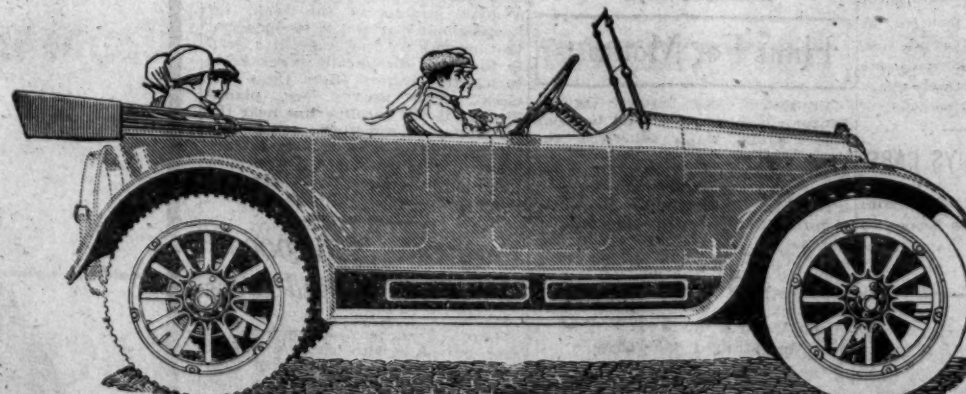
5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
3-Passenger Touring Sedan

Light Six-Cylinder Overland

5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
3-Passenger Touring Sedan

Willys-Knight Models

7-Passenger, Four-Cylinder
Touring Car
4-Passenger, Four-Cylinder Coupe
7-Passenger, Four-Cylinder
Touring Sedan
7-Passenger, Four-Cylinder
Limousine
7-Passenger, Eight-Cylinder
Touring Car



THE CENTRAL GARAGE Co., Ltd.

(In Liquidation)

2a Jinkee Road

SHANGHAI

'Phone No. 2661

The Willys-Overland Company, Toledo, Ohio, U.S.A.

Manufacturers of Willys-Knight and Overland Motor Cars and Light Lorries

FOOD FROM FARM TO CITY BY POSTAL TRUCK PLAN

Motor Vehicle Lines Will Make Direct Connection Between Producer And Consumer If Bill Passes
—Proposes Airplane Mail Routes

A new plan to connect the farm producer with the city consumer is embodied in a bill introduced in Congress by John A. Moon, and having the endorsement of the Post Office Department. An appropriation is asked to establish experimental postal motor truck routes between the country and the city, and under its provisions farm produce fifty miles from the city center would be picked up and delivered to the urban home.

Much has been heard of the food that goes to waste on the farm for lack of a ready and economical outlet to market. The advocates of this measure contend that such motor truck routes would go far toward solving this problem. An extended adoption of the proposed system would open a new large field for motor trucks.

The bill, leaving out the enacting clause, is as follows:

To promote the conservation of food products and to facilitate the collection and delivery thereof, from producer to consumer, the Postmaster General is hereby authorized to conduct experiments in the operation of motor vehicle truck routes in the vicinity of such cities of the United States as he may select, and under such rules and regulations as he may prescribe, and the cost of such experiment may be paid by the Postmaster General out of any of the unexpended funds of the Postal Service; and the Postmaster General shall report the result of such experiments to Congress at the earliest practicable date.

In response to inquiry Congressman Moon wrote: "I think it is clear that communication of this character between cities and the country would be beneficial to both and that the service can be conducted with profit to the Government."

In a presentation of what the Post Office Department deems to be the advantages of motor truck postal routes, Fourth Assistant Postmaster General Blakely said:

"This experimental legislation is intended to ascertain whether or not a system of collection and delivery of mail that does not exist today is practicable. If the experiment is a success:

"It will provide a direct means of communication and conveyance between mailing patrons in cities and rural territory that it is not possible to provide at minimum cost to the Postal Service or to the patron at this time. It will assist in the effort to reduce the cost of living by eliminating useless and expensive operations in the postal means of communication between producer and consumer. It will permit the producer to continue production and the labor incident thereto instead of suspending production of labor while conveying produce to consumers. It will extend the postal zone of collection and delivery service in the vicinity of large cities to the point where the actual farmer-producer is domiciled rather than to where only suburban residents and non-producers live.

"Routes fifty miles in radius from the central Post Office rather than routes six miles in radius from the nearest substation of the central Post Office can be established. Thus the local parcel post zone rate of

approximately one-half cent per pound will apply, whereas a charge of first zone rate, of 1 cent per pound, is now made within such radius.

"Only 239 of the present 42,562 existing rural routes emanate from the fifty largest cities in the United States, and of this number of routes none originates at New York City, Philadelphia, Brooklyn, San Francisco, Newark, Jersey City, or Worcester, Mass., or any of the substations or branch offices thereof. The postal patron in any of the fifty cities will directly benefit from the increased service and improved methods of communication with the genuine rural population, and vice versa when the proposed legislation shall have been enacted and the maximum facilities provided. All other communities, wherever found, will be benefited likewise and in proportion to their population. Such a service will, if efficiently administered, show a net income to the Postal Service under present weight limits and postage charges of conveyance of parcel post mail only. Any revenues from conveyance of first, second, or third class that may be carried would be net. It will permit of a practical use of the highways upon which millions of dollars for improvements have been expended and for which nearly \$85,000,000 of Federal funds have been appropriated. The establishment of regular schedules, giving time of arrival at points where produce may appear for transmission, producer to supply containers for protection pending arrival of carrier, is a part of the plan."

"What will be the plan of disposing of the supplies?"

"The same treatment as now prevails in the disposition of produce handled on rural routes, with the additional direct supervision of a rural agent—employee of the Post Office or the Postmaster—who will be expected to encourage direct commercial relations between producer and consumer; to increase the quantity of marketable matter carried; to recommend amendments of route or schedule to accommodate patrons; to insure efficiency of operation, eliminating indirect service, superfluous handling, treatment of undelivered or spoiled produce; to keep record and issue bulletins of produce and supplies, with prices thereof, to producers and consumer patrons; to provide for regularity of service when daily supply can be secured from any given number of producers for direct delivery to any given number of consumers."

"What saving in delivery to the consumer will be made by the adoption of this plan?"

"The consumer in any city where no rural delivery exists will save nearly 50 per cent of the postage now paid on any article presented for mailing on the highway or in the village located on the highway traversed by this service. Indirectly, the consumer will save the difference in a reduced price that may be set between the consumer and a producer with whom the producer now has no business relations, and the higher prices he may be compelled to pay to the limited number of producers with whom the consumer is now in direct contact through the mails."

HIGHER PRICES CALL FOR GREATER CARE OF TIRES

By William H. Stewart, Jr.

A stitch in time saves nine is just as true of tires as it is of clothing—especially so at this time with tire prices going up. If a man wants to keep his tire bill down he must watch the small cuts and mend them before they become larger. First get acquainted with your shoes. Provide hot water, soap, a small box to sit on, jack up each wheel in turn, and clean out the casing thoroughly. Dig a screw driver into each hole and clear it of all gravel and sand. A long-nosed pliers may be used to carry a piece of waste dipped in gasoline into the hole to clean it. A portable vulcanizer may now be used to close the cut with a permanent patch of vulcanized rubber. These vulcanizing outfits are low in cost and are very serviceable. Full directions come with each outfit. They must be used in the house, however, as most vulcanizers use gasoline and an open flame is forbidden in garages. The electric vulcanizers are not open to this objection.

If a portable vulcanizer is not used you may readily fill all cuts with tire putty. This patch is a little softer than the vulcanized patch but is much more quickly applied. The cut must be cleaned with gasoline first and allowed to dry. Tire cement is then spread over the sides of the cut and also allowed to dry. A small piece of the putty is worked between the fingers to soften it after which it is forced into the cut, filling it completely, and rising slightly above to allow for shrinkage and wear. This prevents the cut from opening more and picking up grit, which forces its way in until it meets the breaker strip. Here it spreads

sideways, loosening the tread and accumulating at the side in a so-called "sand pocket." This must be cleaned out and vulcanized—a job for the professional vulcanizer, as the average owner has neither the skill nor the apparatus to do it properly.

You will readily understand that repairs on the casing are limited to small cuts, as a cut or tear through the fabric means a large repair, which can only be prepared by a skilled workman and vulcanized on special apparatus.

Repairs to the tube should next engage the attention. To find a leak, pump enough air into the tube to make it round. If it is inflated too much it will burst. Put tube under water and look for bubbles. Mark the leak with an indelible pencil, making a ring around it. When all leaks are located dry tube thoroughly and patch. If a piece of tube is blown out, making a hole half an inch or more in size, have it vulcanized. But small punctures may be done at home by using tire putty, as above described, a gasoline patch, or the portable vulcanizer. To use the putty rub place with sandpaper and clean with gasoline, smear rubber cement around leak, let dry, and press a small lump of the putty down into hole and shape the edges so that they are thin. For a gasoline patch, prepare the surface the same way, but instead of putty use a patch. The cement is on it already, so it only needs a softening with gasoline. Press down carefully. The portable vulcanizer will make a better repair, but the best possible method is to have the leak vulcanized by a professional. This is the only repair which gives unfailing satisfaction.

Goodrich SILVERTOWN CORD TYRES

Stand The Knife Test!

Before you, its thick tough Goodrich Black Safety Tread slashed back, its sinewy, two-ply, rubber-saturated, cable-cord body laid bare, stands a Silvertown Cord Tyre.

Before you stands the whole story of why tyres wear. And why tyres wear out.

For, contrary to common belief, tyres wear out *INSIDE*—not *outside*—from internal frictional heat, rubbed up between the plies of the tyre.

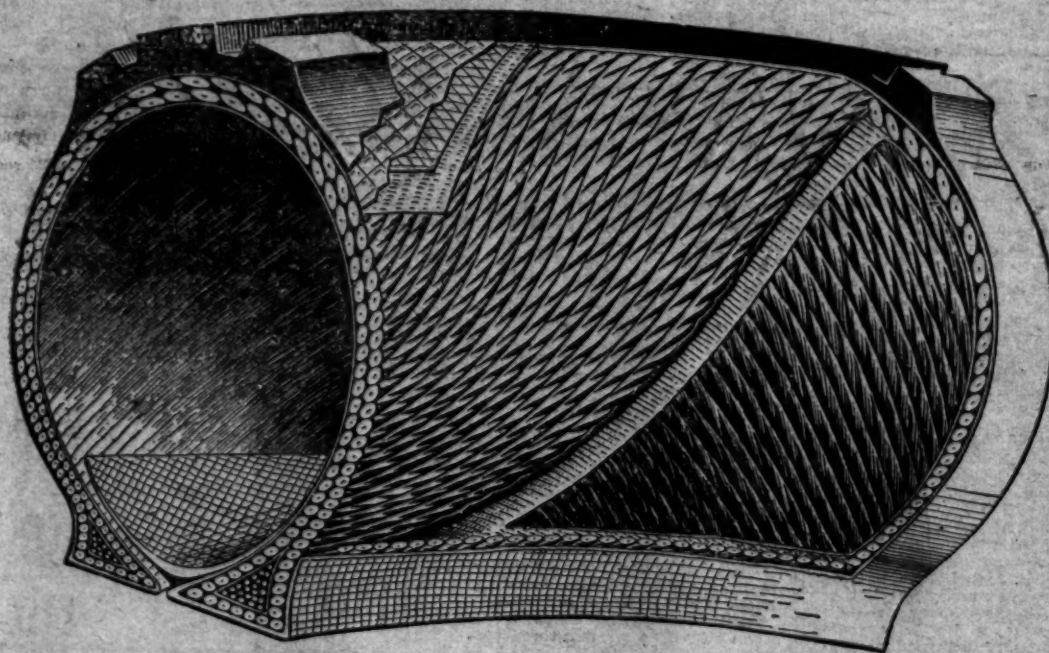
Each extra ply means extra inside heat—extra wearing out of the tyre.

Were you to put the knife test to *all* tyres you would find three types of bodies:

Cotton fabric, swathed in five to seven plies.

Thread Cord, or web, (strings the size of a trout line, held parallel the circumference of the tyre by interspaced cross-threads) gummed together in five to seven plies.

Cable-cord, the unique, patent-protected, cross-wrapped, two-ply structure, found *ONLY* in Silvertown, the original cord type.



Mark well the sturdy size of Silvertown's cable cords and that they are *cross-wrapped* into *two plies* and *but two*. Obviously Silvertown with but two plies must outlast *many-ply* tyres with their *multiplied* inside heat.

10 Silvertown Cord X-cels

1. Increased engine power.
2. Smoother riding.
3. Fuel saving.
4. Speedier.
5. Coast farther.
6. Start quicker.
7. Easier to guide.
8. Give greater mileage.
9. More resistant against puncture.
10. Repaired easily and successfully.

Out of this *durability*, and the *resilience* of those flexible cable-cords, come Silvertown's *gasoline-saving economy*, *smoother riding comfort*, and *prolonged mileage*, that you cannot afford to be without.

Know Silvertowns by their graceful *extra-size*, and their **RED DOUBLE DIAMONDS**.

DISTRIBUTORS:

THE CENTRAL GARAGE CO., LTD.

(IN LIQUIDATION)

2a Jinkee Road, Shanghai.

Telephone No. 2661.

1. The goals were scored by A. meida, Tipp and San't while the fourth goal was fumbled by the goaler after a kick from Meara. The Socony Club plays its second game next Saturday against the Nanpa College. Mention must be made of the good play of the Fuh Tan back and goal keeper.

Nieh Chih Kuei School Sports

The second annual sports meeting of the Nieh Chih Kuei Public School for Chinese took place on the school ground yesterday afternoon and was a great success in every way.

Among the judges were Mr. E. C. Pearce, Chairman of the Municipal Council; Mr. Phillips, of the British Consulate; Mr. Chi Chieh-nieh (all members of the S. M. C. educational committee); Dr. Hopkyns Rees and Mr. L. H. Turner, the headmaster.

An entertaining program of events started at 2:30 p.m. One of the pleasing features of the afternoon was the absence of long waits so common in sports meetings. Every event followed rapidly upon its predecessor, and the big crowd that witnessed the boys' work was kept thoroughly interested.

Mr. L. H. Turner was the recipient of many congratulations upon the wonderful smartness, physique and discipline of his boys. Mr. Holland, his colleague, was also complimented upon the success attending the sports.

Mr. Turner has divided his school into companies, each marshalled by one of the scholars. These companies competed in a number of the events but after a fine struggle 'C' Company proved the champions. The tug-of-war was a great event and it needed a very big and strong pull to dispose of the losers.

The obstacle race caused great amusement. Competitors had to remove their gowns, carry a little fellow some twenty yards, light a candle and run another twenty yards with it, eat a nice piece of cake, climb a ladder, follow a race track and dress again. The winner secured his trophy. Then the junior crawl event was great. Tiny tots wended their way in and out of the rungs and then raced for a mark.

When the program was completed both boys and visitors wanted more, and that is telling evidence of the afternoon's success.

Mrs. E. H. Turner gave away the prizes in her usual gracious manner and a delightful day's work ended in

congratulations and cheers for every one.

The details follow:

80 Yards School Handicap, Heat 1.

1st Wong Yau-yung; 2nd Nieh Kwang-chi.

80 Yards School Handicap, Heat 2.

1st Wong Tehah-gee; 2nd Tsang Sei-kung.

Midgates' Ladder Crawl, Heat 1—1st

Lee Tsah-sing.

Midgates' Ladder Crawl, Heat 2—1st

Tsang Zae-ming.

80 Yards School Handicap, Final—

1st Wong Tehah-gee; 2nd Wong Yau-yung.

Midgates' Ladder Crawl, Final—1st

Lee Tsah-sing; 2nd Tsang Zae-ming.

Senior Medicine Ball, Practice 1—

Won by 'D' Co.

Intermediate Medicine Ball, Practice

1—Won by 'B' Co.

Junior Medicine Ball, Practice 1—

Won by 'B' Co.

220-Yards School Handicap, Final—

1st Wong Tehah-gee; 2nd Wong Yau-yung.

Junior Tug-of-War—Won by 'C' Co.

Obstacle Race, Final—1st Tsang

Sei-kung; 2nd Wong Yien-ping.

Junior Medicine Ball, Practice 2—

Won by 'B' Co.

Intermediate Medicine Ball, Practice

2—Won by 'C' Co.

Senior Medicine Ball, Practice 2—

Won by 'A' Co.

Midgates' Boat Race, Final—1st Lee

Tsah-sing; 2nd Tsang Zae-ming.

Senior Tug-of-War—Won by 'A' Co.

Intermediate Crawl—Won by 'D' Co.

Junior Crawl—Won by 'B' Co.

Relay Race—Won by 'A' Co.

Second 'C' Co.

Potato Race, Final—1st Tsang

Tsah-sing; 2nd Tsang Zae-ming.

Senior Crawl—Won by 'C' Co.

Donkey Race (Intermediates and Juniors)—Winners Woo Moh-yee,

Zau Ping-sung, Zee Ching-wo.

440 Yards School Handicap, Final—

1st Wong Tehah-gee; 2nd Tsang Zae-ming.

An exhibition of Chinese boxing and

second-play was given by 4 mem-

bers of the Chen Woo Athletic As-

sociation, Chen Kwok-hung, Chang

Dung-sh, Wong Sen-cheng, Tsau

Tsing-sung, and was greatly ap-

plauded.

All Comers Rifle Meet

The Shanghai all-comers rifle championship competition will be held November 11 and 12. The conditions follow:

First Stage—Sunday, November 11, at 2 p.m. Ranges, 200, 300 and 400 yards. One sighting and seven scoring shots at each distance (H. P. 8, 105).

Second Stage—Monday, November 12, at 4 a.m. Ranges, 200 and 300 yards. One sighting and fifteen scoring shots at each distance. (H. P. 8, 150). Open only to the eighteen competitors taking the highest places in the first stage.

Practice shots.—At the second stage a competitor may fire not more than two practice shots, at his own target, before firing his sighting shot.

Sighting shot.—One compulsory at each distance.

Rifle, sight and ammunition.—Any authorized military rifle, sight and ammunition of any country, whether issued by Government or of private manufacture of bonafide Government pattern and bearing the necessary official marks, may be used.

Targets.—Bisley, 1914.

Position.—Prone.

Ties.—Ties in the first stage will be decided by shooting off at 200 yards and in the second stage by shooting off at 1,000 yards. Three shots, without a sighting shot, will be fired, and if still a tie, then shot by shot.

Entrance Fee.—Will be \$2. Entries close November 4, at 5 p.m. and intending competitors should send in their names to Mr. A. M. Collaco, c/o The Russo-Asiatic Bank.

Comparing The Contenders

(Continued from Page 4)

such and put the ball on the runners, gives him the call.

And now comes the closest comparison of all—that between Helme Zimmerman and George Weaver, who, it is expected, will be at the middle and as full of fight and ginger as ever by the time the big series starts. Here are two players whose work around third base is both brilliant and consistent. There are many critics who will say that Weaver is the better fielder, yet Zimmerman has performed better this year as a fielder than ever before, and makes some wonderfully flashy stops. The only point against him is his temperament, for he is a player who is liable to go up in the air under fire from the opposing bench, because he is prone to lose his temper. Weaver is a fighter, too, but much more level-headed than the Great Zim.

As a batsman Zimmerman was shown himself to be some twenty-five points better than Weaver on the season, but the Chicagoan is always a dangerous man with the bludgeon, and both players have taught the pitchers of opposing clubs to respect them in the pinch. Of the two Zim hits the ball hardest and fiercest when he gets a toe-hold.

In base-running the White Sox infielders are superior, but the Giants as a whole are perhaps better rough-and-ready hitters, and they lack nothing in the line of ginger. If Weaver does not play in the big series the Giants will have an edge for McFall, who is not to be compared with Zimmerman. Otherwise there seems to be but little to choose, and most likely Old Dame Fortune will play her part in settling the question of which infield showed to better advantage when the series is over.

All is Now Ready For The Regatta

(Continued from Page 4)

Race is for a quarter of a mile.

Contestants will be in pairs in each canoe and paddle with hands only.

The full program is:

SATURDAY

Club Fours 2.00 p.m.

Griffins Pairs 2.30 p.m.

International Fours 3.00 p.m.

Hurry Scurry Race 4.30 p.m.

Junior Sculls 5.00 p.m.

"Bang and go back" Motor Boat Race 5.15 p.m.

SUNDAY

Motor Boat, Preliminary

Race 8.30 a.m.

International Fours 10.30 a.m.

Crab Race 10.45 a.m.

Cruiser Motor Boat Race, 11.00 a.m.

Mixed Races 12.00 noon

Sunpan Polo 2.00 p.m.

International Eighties 3.30 p.m.

Express Motor Boat Race, 4.00 p.m.

Distribution of Prizes by

Mrs. J. H. McMichael at 5.00 p.m.

The personnel of the crews is as follows:

International Eighties

Distance 1 1/4 miles.

AMERICAN EIGHT.

Row V. Olsen 155 lbs.

2 E. Strassman 147 "

3 A. D. Stewart 150 "

4 J. W. Oots 147 "

5 W. E. Sauer 172 "

6 G. F. Ashley 180 "

Stroke H. F. Merrill 159

Cox K. H. Gardner 170

W. E. Row 134

BRITISH EIGHT.

Row D. Campbell 151 lbs.

2 W. T. Bertenshaw 153 "

3 A. Malcolm 145 "

4 J. J. Evans 177 "

5 H. S. Watson 160 "

6 E. McIntyre 153 "

7 T. R. MacDonald 182 "

Stroke H. P. B. Jones 153

Cox E. A. Brodie 129

DANISH EIGHT.

Row O. A. Hansen 138 lbs.

2 N. M. Lund 147 "

3 N. Justesen 155 "

4 F. V. Jensen 145 "

5 K. Aagaard 190 "

6 H. Dreyer 160 "

7 K. Albertsen 169 "

Stroke C. V. Jensen 155

Cox H. F. Landers 125

INTERNATIONAL FOURS

Distance 1 1/4 miles.

AMERICAN.

Row V. Olsen 155 lbs.

2 G. F. Ashley 180 "

Stroke K. H. Gardner 170

Cox W. E. Row 124

BRITISH.

Row D. Campbell 151 lbs.

2 E. McIntyre 153 "

Stroke T. MacDonald 182

Cox H. P. B. Jones 153

DANISH.

Row O. A. Hansen 138 lbs.

2 H. Dreyer 160 "

Stroke K. Aagaard 190

Cox H. F. Landers 125

INTERNATIONAL PAIRS

Distance 1 mile.

AMERICAN.

Row H. F. Merrill 159 lbs.

Stroke K. H. Gardner 170

Cox W. E. Row 124

BRITISH.

Row T. MacDonald 182

Stroke H. P. B. Jones 153

Cox E. A. Brodie 129

DANISH.

Row O. A. Hansen 138 lbs.

Stroke H. Dreyer 160

Cox K. Aagaard 190

Cox H. F. Landers 125

ITALIAN.

Row L. Bertoni 175

Stroke A. M. Carliso 140

Cox P. Ayres 120

Club Fours

Distance 1 mile.

Boat 1.

Row D. Campbell 151 lbs.

2 K. Christensen 160 "

Stroke N. Justesen 155

Cox H. F. Landers 125

Boat 2.

Row D. H. Wythe 168 lbs.

2 A. M. Carliso 140 "

Stroke H. S. Watson 160

Cox E. Strassman 151

Boat 3.

Row P. C. Mansfield 143 lbs.

2 F. S. Ward 167 "

Stroke K. Albertsen 159

Stroke O. A. Hansen 138

Cox E. A. Brodie 129

Boat 4.

Row M. T. Price 127 lbs.

2 J. W. Oots 140 "

Stroke A. Malcolm 145

Cox J. J. Evans 173

Cox P. Ayres 120

Griffins Pairs

Distance 1/2 mile.

Boat 1.

Row J. L. Cowen 115 lbs.

Stroke K. Mansfield 130

Cox P. Ayres 120

Boat 2.

Row R. W. Burton 141 lbs.

Stroke E. Park 142

Cox W. E. Row 124

Boat 3.

Row P. Harding 143 lbs.

Stroke T. R. Gabbott 138

Cox H. F. Landers 125

Boat 4.

Row C. S. Andersen 148 lbs.

Stroke E. R. O'Brien 143

Cox E. A. Brodie 129

Junior Sculls

Distance 1 mile.

Edwards. Ericson.

Lindsay. Brodie.

At the conclusion of the sports on

Sunday, Mrs. J. H. McMichael has

kindly consented to distribute the

prizes.

An experienced body of officials has

been gotten together, as follows:

Judges—Mr. A. L. Anderson and

Mr. A. E. Algar.

Umpires—Mr. A. C. Clear and Mr.

J. H. McMichael.

Starters—Mr. E. T. Byrne and Mr.

P. Crighton.

Timekeepers—Mr. D. H. Cooke and

Mr. D. C. Hutchison.

Clerk of the Course—Mr. T. H.

Suffert.

Press Official—Mr. R. W. MacCabe.

Pontoon Officials—Messrs. D. M.

Graham, N. G. Beale and W. J.

Gande.

The committee on motor boat

racing is—Messrs. A. G. Mossop, W.

B. Kennett, F. Wells Henderson and

T. Suffert.

The Club Committee for 1917 is—

Messrs. W. E. Sauer, Captain; H.

P. Jones, Vice-Captain; C. V. Jensen,

Hon. Sec. and Treasurer; N. G.

Beale, E. A. Ericson, W. J. Gande,

K. H. Gardner, D. M. Graham, D. C.

Hutchison, W. B. Kennett, A. La-

gr